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ARMY ENGINEER DISTRICT LOUISVILLE KY

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KENTUCKY RIVER AND TRIBUTARIES. UPPER KENTUCKY RIVER NAVIGATION--ETC(U)

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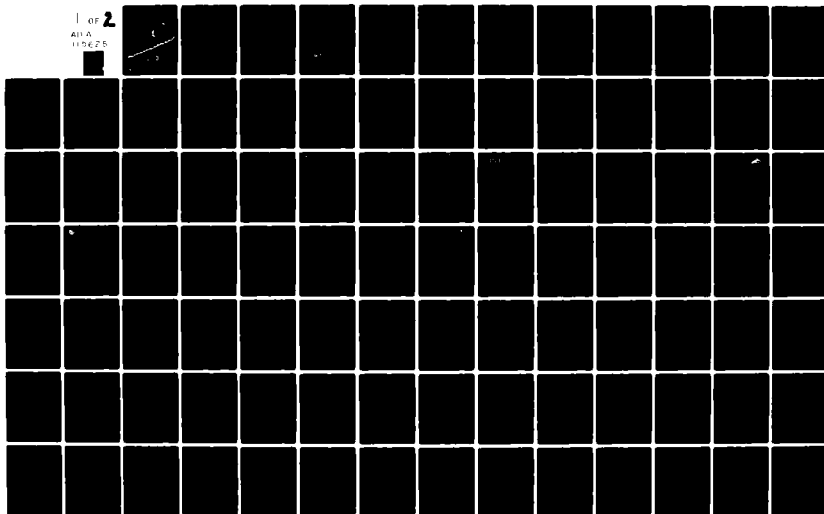
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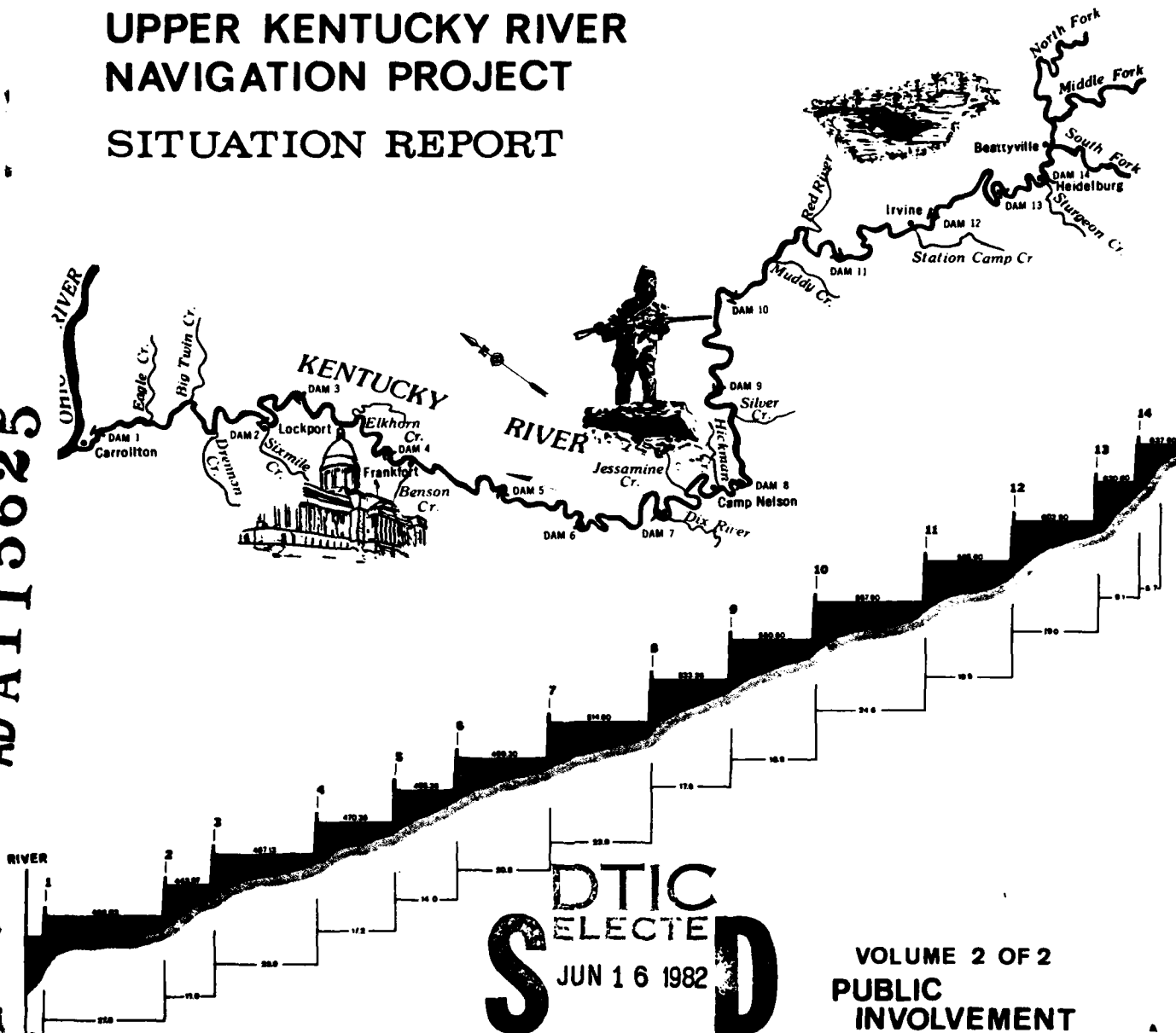
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# KENTUCKY RIVER AND TRIBUTARIES

## UPPER KENTUCKY RIVER NAVIGATION PROJECT SITUATION REPORT

AD A115625



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VOLUME 2 OF 2  
PUBLIC  
INVOLVEMENT  
RECORD

U.S. ARMY CORPS OF ENGINEERS  
LOUISVILLE DISTRICT  
LOUISVILLE, KENTUCKY

NOVEMBER 1980

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SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

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4. TITLE (and Subtitle) <b>Kentucky River and tributaries: Upper Kentucky River Navigation Project</b>		5. TYPE OF REPORT & PERIOD COVERED <b>Situation Report</b>
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19. KEY WORDS (Continue on reverse side if necessary and identify by block number) <b>Upper Kentucky River Boats and boating Recreation areas</b>		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) <b>Use of the Upper Kentucky River locks is limited to recreation boating, which has declined approximately 50 percent over the period, 1970-1978.</b>  <b>Economic analysis indicates that continued operation of Locks and Dams 5-14 does not appear to be justified. From a sociopolitical viewpoint, the project at present benefits 13 communities (324,000 people) for municipal and industrial water supply; benefits 590,000 people per year for recreation and (over)</b>		

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boating; benefits 1,500 per year through hydroelectric power.

The local and state support for continuation of locking and other project functions is extremely strong, emotional and vocal.

Cessation of locking would adversely affect the regional economy in terms of 17 lost part-time and full-time job opportunities and \$180,000 loss in direct income and wages.

It is recommended that the Upper Kentucky River (Locks 5-14) remain open for the interim period 1981 through 1985 pending completion of a more comprehensive basinwide study.

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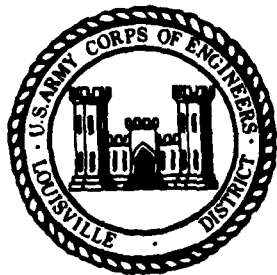


# KENTUCKY RIVER AND TRIBUTARIES

## UPPER KENTUCKY RIVER NAVIGATION PROJECT

### SITUATION REPORT

VOLUME 2 - PUBLIC INVOLVEMENT RECORD



NOVEMBER 1980



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# KENTUCKY RIVER AND TRIBUTARIES UPPER KENTUCKY RIVER NAVIGATION PROJECT SITUATION REPORT

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**SECTION A**

**Introduction: Section A**

The action was proposed in a Public Notice dated 1 April 1980. Two thousand, two hundred and five Public Notices were distributed. Comments received through 1 May 1980 have become part of the public record. Federal respondents included three United States Congressmen and the Region IV Director of the U.S. Environmental Protection Agency.

Various State of Kentucky officials and agencies responded to the Public Notice. Letters were received from:

- a. The Office of the Governor
- b. The Office of the Lt. Governor
- c. The Environmental Quality Commission
- d. The Department of Disaster and Emergency Services
- e. The Department for Natural Resources and Environmental Protection Agency
- f. Three State Representatives
- g. Kentucky House of Representatives Resolution No. 153

Local Government entities represented in response to the Public Notice included:

- a. Lexington-Fayette County Urban County Government
- b. Lexington Health Department
- c. Winchester Municipal Utilities
- d. Mayor of Ravenna, Kentucky
- e. Mayor of Hamilton, Kentucky
- f. Planning Director of Winchester, Kentucky
- g. Judge Executives of Jessamine, Clark, Mercer, and Estill Counties
- h. Winchester and Clark County, Kentucky Recreation, Tourist and Convention Commission

The following organized groups responded:

- a. The Nature Conservancy, Kentucky Chapter
- b. The International Brotherhood of Electrical Workers
- c. The Beattyville Kiwanis Club

d. The Board of Trustees of Shakertown at Pleasant Hill, Kentucky, Inc.

Petitions were sent by:

- a. Individuals (35 names)
- b. Individuals (550 names)
- c. Interested citizens of Anderson County (175 names)

The news media were represented by:

The Graphic of Georgetown, Kentucky

Individuals:

111 Individuals responded

Collectively, these responses expressed concern over the decision making process, the adequacy of the information used, the effect of the proposed action on recreation, water supply, water quality, transportation, industry, commerce, aesthetics, land values, power generation, and the general welfare of the region.



DEPARTMENT OF THE ARMY  
LOUISVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 59  
LOUISVILLE KENTUCKY 40201

ORLPD-R

1 April 1980

PUBLIC NOTICE

TO WHOM IT MAY CONCERN:

PROPOSED ACTION

Notice is given that the Louisville District, Corps of Engineers, is conducting an evaluation to determine if locking operations at Locks 5 through 14 on the Kentucky River should be discontinued at the end of the 1980 recreation season (1 November 1980). This action would include suspension of lock operations at Locks 5 through 14 and discontinuance of maintenance dredging above Lock 4. It is intended that the existing pool levels will be maintained by continued maintenance of the lock and dam structures until the permanent disposition of these facilities can be determined. This cessation of locking is considered an interim action pending a recommendation to Congress on the permanent disposition of these structures. That recommendation is expected to result from an investigation currently being accomplished by the Louisville District concerning water and related resource problems along the Kentucky River and its tributaries.

REASON FOR ACTION

Navigational use of the Kentucky River has shown a gradual decline over the years. The only commercial navigation on the river for a number of years has been the movement of sand which is hauled from the Ohio River upstream to Frankfort, Kentucky, just above Lock 4 and the transportation of stone from just below Lock 2 to Madison, Indiana on the Ohio River. There has been no commercial towing upstream of Lock 4, except for a brief period from December 1974 to April 1975, during which time coal was shipped from just below Lock 14 to Madison, Indiana. Lockage of recreational boats has declined over the past 10 years from 12,400 in 1970 to 3,290 in 1979. Approximately 51 percent of all recreational craft using the Kentucky River locks during the 1970-79 period were locked at Locks 1 through 4. During the past several years, the Louisville District has been reviewing Kentucky River locking records and comparing lock utilization with operation and maintenance costs for these facilities. As a result of this review, it is clear that the continued operation of the Kentucky River navigation system above Frankfort is not economically justified. Because Locks 5 through 14 are not being used for commercial navigation and are receiving only limited and declining use by recreation craft, these structures are presently being operated only during the recreation season (May through October). Thus the proposal set forth in the first paragraph of this notice would be implemented by simply not reopening these facilities in May 1981 as would otherwise be the case.

### THE DECISION PROCESS

The decision as to whether this proposal will be implemented will be based on an evaluation of its probable impact on the public interest and upon the availability of funds for operating these structures. The decision will reflect a national concern for protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detrimental effects. All factors which may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and in general, the needs and welfare of the people.

Evaluation of the impact of this proposal on the public interest will include preparation of an environmental assessment. A preliminary evaluation of the impacts associated with implementation of the proposal indicates that the primary impacts are associated with the constraint of interpool recreational boater traffic.

### PUBLIC INPUT AND REVIEW

Any person with comments on matters they feel should be addressed in the environmental assessment should provide them in writing before the close of the review period specified in this notice. Any person who has an interest in this matter which may be affected by the proposed action may request a public hearing. The request must be submitted in writing to the District Engineer within 30 days of the date of this notice and must clearly set forth the interest which may be affected and the manner in which that interest may be affected by the considered action. A decision as to whether a public meeting is necessary or not will be made by the Louisville District Engineer following the 30-day review period.

Written statements received in this office on or before 1 May 1980 will be become a part of the record and will be given due consideration in making the determination.



THOMAS P. NACK  
Colonel, Corps of Engineers  
District Engineer

# PUBLIC NOTICE EXHIBITS IN BRIEF

Name	Date	Organization	Exhibits in Brief
Hon. Carl Perkins	4-15-80	House of Representatives	Request additional information on Kentucky navigation facilities for coal transportation and effect of proposed lock closure in order to ascertain effect of action.
Hon. Tim Lee Carter	4-30-80	House of Representatives	Inclosure from Ralph E. McClanahan, Estill County Judge/Executive: Opposition to lock closure supported by past records of transportation on the Kentucky River. Possible water loss to affected communities.
Hon. William H. Natcher	5-19-80	House of Representatives	Most officials in counties affected are opposed to action.
Arthur G. Linton	5-21-80	U.S. Environmental Protection Agency	Action has little effect on water quality or the natural environment.
Hon. John Y. Brown, Jr.	4-14-80	Governor of Kentucky	Importance of Kentucky River Navigation System: Environmental, economical, recreational. Suggest public hearing to evaluate action.
Mary Michael Steele	4-14-80	Office of the Lt. Governor	Receipt of information on action acknowledged.
Oscar Geraldts, Jr.	4-28-80	Environmental Quality Commission	Express environmental interests of state.
Alben W. Barkley, II	4-24-80	State Department of Agriculture	Questions raised concerning future use of Kentucky River. Proposed action should take into consideration the negative impacts and plan accordingly.



PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Pat Conley		Division of Disaster and Emergency Services	Flood related emergency planning, especially lockmaster flood/flash flood monitoring.
Hon. Paul W. Richardson, Sr.	4-22-80	State House of Representatives	Request public hearing to discuss negative impacts.
Hon. C. M. Hancock	4-3-80	State House of Representatives	Request public hearing to discuss economic, recreation and flood protection concerns.
Jackie Swigart	5-6-80	Department for Natural Resources and Environmental Protection	Continuation of locking operations vital to economy and cultural well- being of citizens in Kentucky River Basin. Oppose action.
Hon. Sara Bell	4-15-80	State House of Representatives	House Resolution No. 153. Oppose action.
Hon. Harry Moberly, Jr.	5-26-80	State House of Representatives	Resolutions from Fiscal Court of Madison County, Ky. and City of Richmond, Ky. Board of Commis- sioners opposing action.
Dale Thoma	4-28-80	Lexington-Fayette Urban County Government	Memoranda identifying environmental, recreational, navigation and water supply concerns. Need for proper evaluation.
Carl H. Scott	4-25-80	Lexington Board of Health	Water supply and recreation. Oppose action.
Robert Jackson	4-21-80	Winchester Municipal Utilities	Water supply and city/county fire protection.
J. B. Spaulding	5-8-80	City of Ravenna	Economical, recreational and flooding concerns. Oppose action.

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Hugh Hamilton	4-15-80	City of Irvine	Oppose action.
Robert G. Blanton	Undated	City of Winchester	Economics and recreation. Oppose action.
Sherman Dean, Jr.	4-19-80	Office of Jessamine County Judge/Executive	Water supply, recreation and flooding. Oppose action.
Gardner D. Wagers	4-18-80	Office of Clark County Judge/Executive	Resolution (Order No. 80-9) from Clark County Fiscal Court opposing action.
William J. Sternberg	4-16-80	Office of Mercer County Judge/Executive	Oppose action.
Herb Castiglia	4-28-80	Winchester & Clark County, Kentucky Recreation, Tourism, & Convention Commission	Economics, tourism, and water supply. Oppose action.
Jas. S. Sekhon	4-29-80	Bluegrass Area Development District, Inc.	Resolution opposing action.
Paul T. Townes	4-28-80	Kentucky River Area Develop- ment District, Inc.	Resolution opposing action.
William S. Bryant	4-21-80	The Nature Conservancy, Kentucky Chapter	Adverse effects on Kentucky Palisades. Review of land use activities and effective water management needed for proper evaluation.
Jack Parkey	5-6-80	International Brotherhood of Electrical Workers, Local Union No. 183	Adverse effects on proposed East Kentucky power plant at Trapp, Ky, including employment and economics.
C. M. Begley	4-29-80	Beattyville Kiwanis Club	Oppose action.

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Edward E. Deaton	4-25-80	Self	Petition containing approximately 40 names opposing action.
Nancy H. Farmer	Undated	Self	Petition containing approximately 550 names opposing action.
---	4-23-80	Interested Citizens of Anderson County	Petition containing approximately 175 names opposing action.
James Richmond	4-15-80	Concerned Citizens of High Bridge and Wilmore, KY	Petition containing approximately 76 names opposing action.
Earl I. Wallace	6-14-80	Shakertown at Pleasant Hill, KY	Property adjoins Kentucky River. Notify when hearing to be held.
Archie S. Frye	4-15-80	The Graphic Newspaper	Inclosure of two newspaper articles opposing action.

THE FOLLOWING CITIZENS HAVE WRITTEN TO OPPOSE THE DISCONTINUANCE OF LOCKING OPERATIONS AT LOCKS 5 THROUGH 14 ON THE KENTUCKY RIVER. THE PRINCIPAL REASONS GIVEN FOR OPPOSITION ARE THE FOLLOWING ADVERSE IMPACTS (CONSERVATION, ENVIRONMENTAL, HISTORICAL SIGNIFICANCE, FLOOD CONTROL, WATER QUALITY AND SUPPLY, FUTURE NAVIGATION FOR COMMERCE, AND PERPETUATION OF THE KENTUCKY RIVER AND ASSOCIATED STRUCTURES.):

Terry Anderson	4-4-80
W. B. Blackford, Jr.	4-16-80
Jack Brady	Undated
Ray Buford	4-7-80
Thomas C. Brady	4-9-80
David Bates	4-7-80
Larry Boalin	Undated

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Samuel P. Dozier	Undated		
George O. Earl	4-7-80		
Tom Emberton	5-7-80		
R. A. Edens	4-28-80		
Sylvan Ferrell	4-16-80		
Carla Jean Farley	4-7-80		
D. H. Foster	4-7-80		
Raymond B. Farley	4-7-80		
Ralph H. Farmer	4-11-80		
Eleanor Farmer	4-18-80		
Sally Flynn	Undated		
James Gentry	4-7-80		
Donna Gander	4-18-80		
Charles E. Gibson	4-25-80		
Mary Greenwell	Undated		
Mike Greenwell	Undated		
John W. Hall, II	4-7-80		
Phillip O. Holman	Undated		
Arnold C. Harrison	4-7-80		

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Douglas Brandenburg	4-28-80		
Clyde P. Baldwin	4-14-80		
David Brandenburg	4-23-80		
William C. Brummett	4-22-80		
James M. Bicknell	Undated		
Billy R. Bryant	4-7-80		
Charles M. Begley	Undated		
Kenneth Blair	4-7-80		
James L. Cross	4-10-80		
Maurice M. Canfield	4-7-80		
Hugh Comer	4-7-80		
Ronnie Cooley	4-18-80		
Charles Compton	4-7-80		
Norlan Cole	Undated		
Carl Clemens	4-22-80		
Ehrman Dean	4-14-80		
Thomas E. Dowler	4-7-80		
E. Gaines Davis	4-8-80		

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Woodford Harney	4-7-80		
Jerry Hulde	Undated		
Ronnie Hoover	Undated		
Joey Hunter	4-7-80		
Vincent B. Howard	5-7-80		
William H. Hodgkin	4-21-80		
Karen Hickman	Undated		
Merwyn L. Jackson	4-7-80		
Mike Jackson	4-7-80		
Mrs. Estelle Jackson	4-7-80		
John E. Kelley	4-24-80		
Robert J. Kaiser, M. D.	4-29-80		
Mrs. H. C. Lamb	Undated		
Joseph A. Lynch	4-7-80		
Jack Lynch	4-7-80		
Thomas O. Lynch	4-7-80		
Patricia B. Lynch	4-10-80		
Pauline S. Long	Undated		
Randy Lainhart	Undated		

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Barney Lucas	4-7-80		
Eddie C. Lovelace	4-28-80		
James R. Marcum	4-7-80		
Donald R. Marshall	4-7-80		
G. R. Marshall	4-7-80		
Robert Paul Myers	Undated		
Joe E. Mellen	4-16-80		
Mrs. Wm. McDaniel	4-21-80		
Ray A. McClanahan	Undated		
Charles G. McEldred	4-7-80		
Betty L. McDonald	Undated		
Calvin Newis	4-18-80		
Donald R. Norris	4-29-80		
Donald Oliver	4-7-80		
Kenneth Osbrun	4-7-80		
Ray Phillips	4-7-80		
C. H. Phillips	4-7-80		
Clifford Parks	4-7-80		
Fred Richardson	4-22-80		

PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Kenneth D. Russell	4-16-80		
E. Wayne Reed	Undated		
E. Whitfield Smith	4-7-80		
Stanley E. Smith	4-25-80		
Mrs. William I. Saylor	4-15-80		
Rex Skinner	Undated		
Kelly Stamper	4-7-80		
Roger Stevens	4-7-80		
Rugus A. Spiker	4-7-80		
Thomas M. Stewart	4-7-80		
Carol Ann Sanders	4-18-80		
Kenneth R. Sander	4-18-80		
Charles H. Scott	4-7-80		
James L. Turner	4-7-80		
Randy Turner	Undated		
Reva Terrill	4-30-80		
P. A. Tracy	4-7-80		
Ronald C. Thomas	4-7-80		
John R. Test	4-4-80		



PUBLIC NOTICE EXHIBITS IN BRIEF (Continued)

Name	Date	Organization	Exhibits in Brief
Dixie Wilson	4-7-80		
Daniel B. Webster	4-15-80		
Jill P. Westerfield	Undated		
Pat Young	4-18-90		
Wm. D. Yount	4-7-80		
Richard Zeinner	4-15-80		
Michael J. Tucker	6-9-80		
Sam Jackson	4-7-80		
Mrs. Ralph Johnson	4-18-80		

**EXHIBITS - SECTION A**

Other Congressional and state responses provided in response to the notice and the public meeting are also attached.

STATEMENT BY SENATOR WENDELL FORD FOR THE JUNE 26 PUBLIC HEARING  
CONCERNING KENTUCKY RIVERS LOCKS AND DAMS

I want to take this opportunity to express my concern over the possible discontinuation of operations at Locks 5 through 14 on the Kentucky River.

This proposed action by the Corps of Engineers could have a seriously detrimental effect on the lives of all people in the communities along the river.

I would like to point out a few areas of genuine concern to you. The first is water supply. I am opposed to any action that might in any way affect the water supply; a stable supply must be guaranteed for all municipalities near the river.

A second area of concern is navigation. There has been a gradual decline of commercial traffic on the Kentucky River over recent years, but the re-emergence of coal as a major energy source must be considered. It is essential that the river have the capability to transport coal and related materials at any time and I am opposed to any action that might hinder this transportation.

A final aspect of major concern is the appropriateness of phasing down Locks 5 through 14 during the preparation of the Kentucky River Basin Study. This study will fully evaluate the utility of the locks and dams water supply, recreation, and flooding problems. Without the findings of this report, any decision on the disposition of Locks 5 through 14 is undeniably premature.

STATEMENT BY SENATOR WENDELL FORD FOR THE JUNE 26 PUBLIC HEARING  
CONCERNING KENTUCKY RIVERS LOCKS AND DAMS

One temporary solution to the problem is for the Congress to provide sufficient funding so that the locks and dams can continue to operate until the Kentucky River Study is completed. I am presently working on this with my colleagues in order to assure fair treatment for the people of Kentucky and to keep all options open until time comes to make a decision on the future configuration of the Kentucky River.

STATEMENT OF  
SENATOR WALTER D. HUDDLESTON  
PUBLIC HEARING  
JUNE 26, 1980

I am greatly concerned about the Corps of Engineers proposal to discontinue locking operations at Locks 5-14 on the Kentucky River. I find this proposed action to be even more questionable if done as an interim measure prior to the completion of the Kentucky River and Tributaries Study that is currently being conducted by the Corps.

One of the more important considerations and one about which I have received many letters and heard from many local officials, State Legislators, and citizens, concerns the effects of this proposed action on the water supply of the many communities along the Kentucky River. I have been advised by the Corps of Engineers that the Study now being conducted will provide information bearing on this and other areas of concern such as water quality, recreation, energy needs, conservation, economy, environment, flood protection and navigation.

I have written Colonel Nack, the District Engineer for the Corps of Engineers, expressing my concern and support for the continuation of these locking operations as well as encouraging the Corps to highly consider the testimony and public interest shown here tonight in any re-assessment of the Corps' position.

I have supported continued funding for the Corps' current Kentucky River and Tributaries Study and will also support making the necessary funds available to insure against possible interruption of locking operations on the Kentucky River.

I commend the Corps for conducting this hearing and seeking to answer the questions that have been raised regarding this proposal. I am fully aware of the economic dilemma the Corps is facing in regard to the locks on the Kentucky River and that navigational use of the River has shown a decline over the years. However, I am hopeful

that after review and consideration of the alternatives available and the public interest shown here tonight, that the Corps will be able to recommend continuation of locking and maintenance operations on the Kentucky River.

I pledge my full support of such a recommendation.

Congress of the United States  
House of Representatives

Washington, D.C. 20515

April 15, 1980

Colonel Thomas P. Nack  
Louisville District Corps of Engineers  
P. O. Box 59  
Louisville, Kentucky 40201

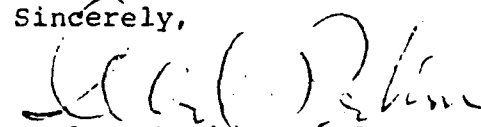
Dear Colonel Nack:

Thank you for your communication of March 31st which I found awaiting me upon my return from Eastern Kentucky.

I have great concern about shutting down any navigation operations on any of the Kentucky navigable waters, particularly in view of the need for improved facilities to transport Kentucky's coal in meeting the nation's energy requirements. For this reason, any information that you can furnish me regarding the possible use of the Kentucky navigation facilities for the transportation of coal and the effect of your proposed action on such use would be helpful.

With best wishes,

Sincerely,



Carl D. Perkins, M.C.

CDP:rm

WILLIAM H. NATCHER  
SECOND DISTRICT, KENTUCKY

WASHINGTON OFFICE:  
2232 RAYBURN HOUSE OFFICE BUILDING

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

MEMBER:  
COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES  
LABOR—HEW, CHAIRMAN  
AGRICULTURE AND RELATED AGENCIES  
D.C. BUDGET

May 19, 1980

Thomas P. Nack  
Colonel, Corps of Engineers  
District Engineer  
Department of the Army  
Louisville District Corps of Engineers  
P. O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Nack:

I want to thank you for the notice concerning the public meeting which will be held on June 26 in Lexington.

I have talked with my friends, Tim Lee Carter and Larry Hopkins, and they both seem to be opposed to the closing of the locks. The mail that I have received from a number of the counties involved clearly shows that most of the officials in these counties are opposed to the closing of locks 5 through 14 on the Kentucky River.

With kind personal regards, I am

Sincerely yours,



William H. Natcher, M.C.



TIM LEE CARTER  
8TH DISTRICT, KENTUCKY

HOME ADDRESS:  
TOMPKINSVILLE, KENTUCKY 42167

OFFICE ADDRESS:  
2257 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

April 30, 1980

MEMBER,  
COMMITTEE ON INTERSTATE  
AND FOREIGN COMMERCE  
SUBCOMMITTEE ON HEALTH  
AND ENVIRONMENT

COMMITTEE ON SMALL BUSINESS  
SUBCOMMITTEE ON  
ENERGY, ENVIRONMENT, SAFETY  
AND RESEARCH

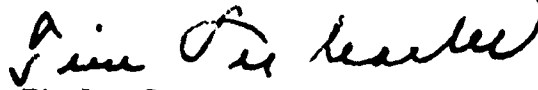
Colonel Thomas E. Nack  
District Engineer  
Louisville District Corps of Engineers  
P. O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Nack:

Enclosed is a letter I have received from Estill  
County Judge/Executive Ralph E. McClanahan, along with  
a copy of his April 15 letter to you.

I would be grateful for a copy of your reply to  
Judge McClanahan. Many thanks for your assistance.

Sincerely,

  
Tim Lee Carter

Encls

TLC:c

STATEMENT OF  
CONGRESSMAN LARRY J. HOPKINS  
JUNE 26, 1980

I REGRET BECAUSE THE HOUSE IS IN SESSION, I AM UNABLE TO ATTEND THIS IMPORTANT MEETING IN PERSON. CONGRESSMAN TIM LEE CARTER AND I BOTH WANT TO EXPRESS OUR CONCERN OVER THE PROPOSED CLOSING OF THE LOCKS ALONG THE KENTUCKY RIVER, AND THE IMPACT IT WILL HAVE ON OUR DISTRICTS. I CAN ASSURE YOU WE WOULD BE HERE THIS EVENING IF OUR DUTIES IN WASHINGTON DID NOT PREVENT US FROM DOING SO.

WHILE I AM SURE MY OPPOSITION TO THE PROPOSED CLOSING OF THE LOCKS ON THE KENTUCKY RIVER IS WELL-KNOWN, I WANT TO TAKE THIS OPPORTUNITY TO REITERATE MY FEELINGS FOR THE OFFICIAL RECORD. EVER SINCE MY ELECTION TO CONGRESS, MY TOP PRIORITY HAS BEEN TO REDUCE WASTEFUL GOVERNMENT SPENDING. ONE OF THOSE AREAS I HAVE EXAMINED CLOSELY IN THE PAST YEAR AND A HALF HAS BEEN THE PROJECTS UNDER THE AUTHORITY OF THE ARMY CORPS OF ENGINEERS. MANY OF THESE PROJECTS, IN MY OPINION, ARE UNJUSTIFIABLE EXPENDITURES OF PUBLIC FUNDS AND I HAVE OPPOSED THEM. ON THE OTHER HAND, HOWEVER, MANY CORPS PROJECTS ARE BENEFICIAL AND NECESSARY AND I HAVE NOT BEEN HESITANT TO SUPPORT THOSE.

ONE OF THE PROJECTS I HAVE SUPPORTED IS A SIGNIFICANT STUDY OF THE ENTIRE KENTUCKY RIVER SYSTEM, BEING CONDUCTED AT THE PRESENT TIME. (THE KENTUCKY RIVER AND TRIBUTARIES SURVEY STUDY) WHILE MY PRIMARY INTEREST HAS BEEN THE FLOOD CONTROL ASPECT OF THIS STUDY, THERE ARE OTHER FACTORS WHICH NEED INVESTIGATION. THE KENTUCKY

RIVER SURVEY IS GOING TO BE INSTRUMENTAL IN DETERMINING FUTURE WATER SUPPLY, HYDRO-POWER, NAVIGATION, AND RECREATION NEEDS. BECAUSE I AM PRIMARILY CONCERNED WITH THE MOST IMMEDIATE NEED OF PROVIDING FLOOD PROTECTION TO THOSE RESIDENTS ALONG THE RIVER, I HAVE PRESSED FOR RECOMMENDATIONS REGARDING FLOOD CONTROL. I HAVE BEEN ASSURED THESE WILL BE FORTHCOMING IN NEXT YEAR'S REPORT BY THE CORPS. ALL THROUGH THE PUBLIC WORKS BUDGET PROCESS, I DISCUSSED THE ACTUAL FUNDING NEEDS WITH CORPS OFFICIALS, AND AFTER CAREFUL CONSIDERATION DECIDED I WOULD SUPPORT FUNDING OF THIS STUDY FOR ANOTHER YEAR. I MUST STRESS MY RELUCTANCE TO APPROVE ANY PROJECT JUST BECAUSE IT WILL POUR TAXPAYER'S DOLLARS INTO THE SIXTH DISTRICT; AND I WILL CONTINUE MY EFFORTS TO MAKE SURE EACH PROJECT WILL HAVE TANGIBLE BENEFITS FOR THE SIXTH DISTRICT.

IN VIEW OF MY SUPPORT OF THE KENTUCKY RIVER AND TRIBUTARIES SURVEY STUDY, I AM VERY CONCERNED ABOUT THE PROPOSAL BEING DISCUSSED THIS EVENING -- THAT OF DISCONTINUING LOCKING OPERATIONS ON LOCKS 5 THROUGH 14.

IT IS MY UNDERSTANDING THE CORPS HAS PROPOSED THESE CLOSINGS AS A COST SAVING MEASURE. I WOULD BE THE FIRST TO ADMIT THAT EVERY DOLLAR THE GOVERNMENT CAN SAVE, THE BETTER. IN THIS CASE, HOWEVER, I HAVE SOME SEVERE RESERVATIONS ABOUT THE WISDOM OF THIS PROPOSAL. IN MY OPINION, ANY MOVE TO SHUT DOWN AN INTEGRAL PART OF THE KENTUCKY RIVER, UNTIL THE STUDY IS COMPLETED, IS PREMATURE AND UN-ADVISABLE. THE CORPS' DESIRE TO USE THEIR BUDGET WISELY IS MOST COMMENDABLE, AND I CERTAINLY WANT TO ENCOURAGE SUCH ACTIONS.

NEVERTHELESS, SUCH PREMATURE ACTION MAY END UP COSTING THE TAX-PAYERS MORE MONEY IN THE LONG RUN.

I DO NOT PROFESS TO BE AN EXPERT IN THE CIVIL ENGINEERING FIELD, NOR CAN I SPEAK FOR THE PEOPLE WHO HAVE COME TO THIS HEARING THIS EVENING; BUT I AM AWARE THAT SIGNIFICANT INFORMATION WILL BE PROVIDED ABOUT THE IMPACT OF THE PROPOSED CLOSING OF THE LOCKS. THE WATER SUPPLY PROBLEM IN CENTRAL KENTUCKY WILL BE CRITICAL IN THE NEXT TEN YEARS AND THE EAST KENTUCKY POWER COOPERATIVE HAS A GREAT CONCERN THAT CURRENT POOL LEVELS BE MAINTAINED IN ORDER TO OPERATE THEIR FACILITIES. IN ADDITION, THEIR FUTURE PLANS MAY BE AFFECTED BY THE CLOSING OF THE LOCKS. THE CITY OF LEXINGTON WILL BE SEVERELY AFFECTED ACCORDING TO THE CORPS' OWN REPORT, BY ANY REDUCTION IN WATER SUPPLY.

IT IS MY STRONG BELIEF THE SOLUTIONS SUGGESTED BY THE CORPS' STUDY WILL UNDOUBTEDLY HAVE A BEARING ON THE ULTIMATE DISPOSITION OF THE LOCK AND DAM SYSTEM. UNTIL THE STUDY IS COMPLETED, THE VARIOUS ELEMENTS OF THE RIVER SYSTEM SHOULD BE MAINTAINED. ONCE THE STUDY IS CONCLUDED WE WILL BE IN A BETTER POSITION TO SELECT AND IMPLEMENT THE BEST AND MOST COST-EFFECTIVE STEPS TO SOLVE THE MULTIPLE PROBLEMS ASSOCIATED WITH THE KENTUCKY RIVER BASIN.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET  
ATLANTA, GEORGIA 30308

4E-ER/WT

APR 21 1980

Colonel Thomas P. Nack  
District Engineer  
Louisville District, Corps  
of Engineers  
P.O. Box 59  
Louisville, Kentucky 40201

SUBJECT: Suspension of Locking Operations, Kentucky River Locks 5 through 14  
(ORLPD-R)

Dear Colonel Nack:

This is in response to the public notice dated April 1, 1980, relating to the suspension of locking operations on Locks 5 through 14 on the Kentucky River at the end of the 1980 recreation season and the discontinuance of maintenance dredging above Lock 4.

The suspension of these operations would have little effect on water quality or the natural environment so we have no objection to the proposal.

The opportunity of commenting is appreciated.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Arthur G. Linton".

Arthur G. Linton, P.E.  
Federal Activities Coordinator  
Enforcement Division

cc: See Attached

OFFICE OF THE GOVERNOR  
FRANKFORT, KENTUCKY 40601

JOHN Y. BROWN, JR.  
GOVERNOR

April 14, 1980

Colonel Thomas P. Nack  
District Engineer, Louisville District  
U. S. Army Corps of Engineers  
Post Office Box 59  
Louisville, Kentucky 40201

Dear Colonel Nack:

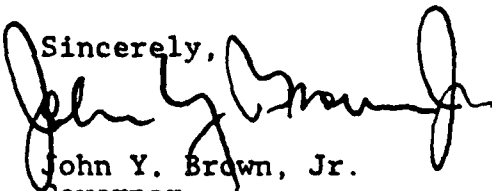
Thank you for providing me with an advance copy of your public notice concerning possible discontinuation of locking operations at locks 5 - 14 on the Kentucky River.

The Kentucky River navigation system is of primary importance to both the environmental and economic interests of central and eastern Kentucky. This system is important not only as a resource which has historically been heavily utilized by recreational interests but also has significant values for a number of other related uses.

One of the bench mark objectives of my administration is to develop the coal resources of Eastern Kentucky to promote economic development and to contribute to the energy needs of our nation. I believe that there is a remaining potential to utilize the Kentucky River navigation system as a low cost and efficient means of transporting a portion of this coal.

Because this proposal is of such central importance to the Commonwealth, I believe that it would be appropriate for your office to conduct a public meeting or meetings to gather the widest possible public input. This input will certainly be valuable as you proceed with your evaluation of the feasibility of discontinuing this service.

Sincerely,



John Y. Brown, Jr.  
Governor

cc: Representative C.M. Hancock



COMMONWEALTH OF KENTUCKY  
GENERAL ASSEMBLY  
HOUSE OF REPRESENTATIVES

OFFICE OF THE CLERK

April 15, 1980

THE CAPITOL

U. S. Army Corps of Engineers  
1000 Independence Avenue S. W.  
Washington, D. C. 20314

Dear Sir:

Enclosed you will find Resolution 153 adopted  
by the House of Representatives April 15, 1980.

Sincerely,

*Sara Bell*  
Sara Bell, Chief Clerk

FRANKFORT, KENTUCKY 40601  
(502) 864-3800

MC-801

TT - 2

# IN HOUSE

REGULAR SESSION 1980

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House Resolution No. 153

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April 15, 1980

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Representatives C. M. Hancock, Joe Barrows, Stephen Cawood, Clay Crupper, Hoover Dawhare, Robert Jones, Phillip Lewis, Henry Clay List, Jerry Lundergan, Harry Moberly, Jr., Paul Richardson, Aggie Sale, David Van Horn and Stephen Wilborn introduced the following resolution which was ordered to be printed.

Pg 3



A RESOLUTION requesting continuing federal funding and support for maintaining the Kentucky River for commercial and recreation navigation.

WHEREAS, the ability to efficiently transport our energy resources is vital to the nation; and

WHEREAS, the Commonwealth of Kentucky has an abundance of energy resources, particularly coal, and also an abundance of navigable surface waterways; and

WHEREAS, the combination of available energy resources together with navigable surface waterways provides for an efficient and economical means to help meet the energy needs of the nation; and

WHEREAS, the Louisville District of the U.S. Army Corps of Engineers gave public notice on April 1, 1980, that consideration is being given to the discontinuance of locking operations at Locks 5 through 14, effective November 1, 1980; and

WHEREAS, one of the reasons stated for the discontinuance is a decline of recreational boats, but such decline could be a result of severe weather which destroyed numerous docking facilities, specifically major flooding in 1972, 1977, 1978, and a tornado in 1974; and

WHEREAS, as new docking facilities are rebuilt, recreational boating should increase on the Kentucky River; and

WHEREAS, the Congress has funded the U.S. Army Corps

of Engineers to study the Kentucky River, discontinuance of locking operations prior to the conclusion of this study would appear premature; and

WHEREAS, the discontinuance of locking operations would prohibit the use of the Kentucky River for commercial and recreational navigation, and may affect other areas such as water supply, water quality, and environmental concerns;

NOW, THEREFORE,

Be it resolved by the House of Representatives of the General Assembly of the Commonwealth of Kentucky:

1           Section 1. That the U.S. Army Corps of Engineers is  
2 requested and petitioned to continue the operation of  
3 Locks 5 through 14 after November 1, 1980.

4           Section 2. That contrary to the discontinuance of  
5 lock operations and maintenance dredging as proposed in  
6 the public notice of April 1, 1980, the U.S. Army Corps  
7 of Engineers is urged to consider plans for the upgrading  
8 of dams and Locks on the Kentucky River, specifically  
9 lengthening Locks to a minimum of six hundred feet  
10 (600'), and widening Locks 4 and below to the Ohio River,  
11 thereby improving the navigational potential for this  
12 economical mode of transportation.

13           Section 3. That the Kentucky congressional

1 delegations is requested to introduce and support any  
2 legislation which may be needed to allow funding to the  
3 U.S. Army Corps of Engineers for the continued operation  
4 of Locks and dredging on the Kentucky River. //

5 Section 4. That the Congress and the President of  
6 the United States are requested to mandate studies to  
7 determine the feasibility of upgrading the navigation  
8 potential of the Kentucky River, especially directed  
9 toward the transportation of coal.

10 Section 5. That the clerk is directed to send a  
11 copy of this resolution to:

- 12 1. The President of the United States.  
13 2. The Kentucky congressional delegation.  
14 3. The U.S. Army Corps of Engineers.

Pg-6

# Kentucky River

## AREA DEVELOPMENT DISTRICT, INC.

POST OFFICE BOX 986  
PERRY COUNTY PARK ROAD  
HAZARD, KENTUCKY 41701

606 436-3168

April 28, 1980

Colonel Thomas P. Nack, District Engineer  
U.S. Army Corps of Engineers  
Post Office Box 59  
Louisville, Kentucky 40201

Dear Colonel Nack:

Enclosed with this letter is a Resolution from the Board of Directors of the Kentucky River Area Development District concerning the closing of Locks 5 through 14 on the Kentucky River.

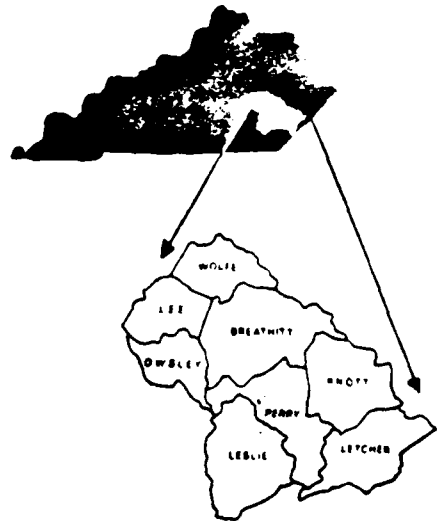
The Board of Directors request a public hearing on the closing of Locks 5 through 14. The public hearing is requested in order that the recreational interests along the Kentucky River between Locks 5 and 14 will have an opportunity to let the U.S. Army Corps of Engineers know that their business will be reduced to zero.

It is requested that the enclosed Resolution becomes a part of the record and that it be given due consideration in your determination on the future of Locks 5 through 14 on the Kentucky River.

Sincerely yours,

  
Paul T. Townes  
Executive Director

Enclosure  
PTT/sb



## RESOLUTION

WHEREAS, the Kentucky River Area Development District is required by Chapter 147.A of the Kentucky Revised Statutes to plan, promote, and encourage the comprehensive development of the eight-county area;

WHEREAS, the Kentucky River Area Development District Board of Directors is composed of community leaders, both elected officials and lay citizens, from the eight counties of the Kentucky River Valley, representing 125,000 citizens; and

WHEREAS, the Board of Directors of the Kentucky River Area Development District are vitally interested in the present and future importance to the region of the Kentucky River from its headwaters in the Upper Kentucky River Valley to its confluence with the Ohio River in Carrollton, Kentucky.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Kentucky River Area Development District that the Board of Directors opposes the U.S. Army Corps of Engineers discontinuing the services of lock operation and dredging upstream of Lock 4 on the Kentucky River;

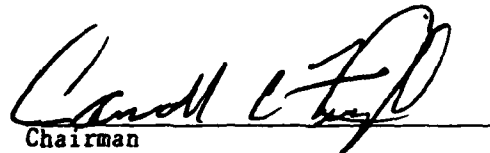
BE IT FURTHER RESOLVED that the Board of Directors recommends to the U.S. Army Corps of Engineers that their evaluation of the situation give careful consideration to:

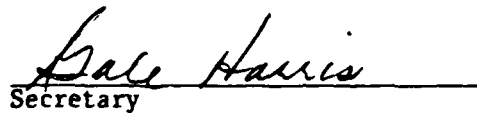
- (1) the adverse effects upon navigation of non-dredging,
- (2) the adverse effects upon flood control of non-dredging,
- (3) the adverse effects of non-maintenance of the locks upon:
  - (a) potential commercial navigation
  - (b) water supply for the region
  - (c) recreational navigation

BE IT FURTHER RESOLVED that the Board of Directors are of the opinion that the maintenance of the locks has already reduced to an unacceptable level and that steadily reduced locking through hours have already discouraged river traffic, thus causing a marked decline in river traffic.

BE IT FURTHER RESOLVED that it is the opinion of the Board of Directors that the reduced traffic on the river has been caused, at least in part, by past actions of the U.S. Corps of Engineers.

Approved by the Board of Directors of the Kentucky River Area Development District this 24th day of April, 1980.

  
Chairman

  
Secretary



**BLUEGRASS AREA DEVELOPMENT DISTRICT, INC.**

3220 Nicholasville Road • Southpark Center • Lexington, Kentucky • 40503  
(606)272-6656

April 29, 1980

Thomas P. Nack, Colonel  
Department of the Army  
Louisville District, Corps  
of Engineers  
P. O. Box 59  
Louisville, Kentucky 40201

Re: Kentucky River Lock  
Operation and Dredging

Dear Colonel Nack:

Attached is a resolution which the Bluegrass Area Development District Executive Board adopted at its April 23 meeting. We certainly hope that Congress can and will grant the Corps the necessary budgetary resources so that you can continue to operate and maintain the Kentucky River lock and dam system all of the way to and including Lock 14.

Sincerely,

Jas S. Sekhon  
Executive Director

DRH/sdr

Enclosure

## RESOLUTION

WHEREAS, the primary purpose of the Bluegrass Area Development District is to plan, promote, and encourage the comprehensive development of the area;

WHEREAS, the Bluegrass Area Development District is composed of community leaders, both elected and lay, from the seventeen counties of Central Kentucky;

WHEREAS, these community leaders are interested in the present and future importance to the region of the Kentucky River in the areas between Lock 4 and Lock 14;

NOW, THEREFORE, BE IT RESOLVED by the Bluegrass Area Development District Executive Board:

THAT the Board opposes a Corps "pull out" in the areas of lock operation and dredging upstream of Lock 4;

THAT the Board suggest to the Corps that the Corps' evaluation of the situation give careful consideration to:


- 1) the adverse effects upon navigation of non-dredging
- 2) the adverse effects upon flood control of non-dredging
- 3) the adverse effects of non-maintenance of the locks upon
  - potential commercial navigation
  - water supply for the region
  - recreational navigation

THAT, in the opinion of the Board, maintenance of the locks has already slipped to an unacceptable level and that steadily reduced locking-thru hours have already discouraged river traffic. Accordingly, the declining volume of river traffic (which the Corps seems to be using as justification for this suggested curtailment in service) is seen to be caused, in part, by past actions of the Corps;

THAT the Board respectfully requests that a public meeting be held on the matter in order to more fully gauge public opinion before any final decision is made on the part of the Corps.

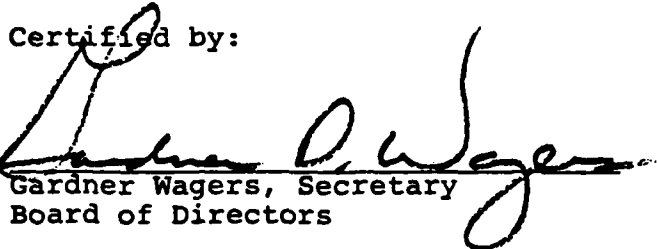


Adopted this Twenty-third day of April, Nineteen Hundred  
and Eighty.

  
\_\_\_\_\_  
Mayor Warren Powers  
Chairman, Board of Directors

Bluegrass Area Development  
District, Inc.

Certified by:

  
\_\_\_\_\_  
Gardner Wagers, Secretary  
Board of Directors

**SECTION B**

**Introduction: Section B**

The following summarizes the statements received after the public meeting which was held on 26 June 1980. Two-thousand, two-hundred, and ninety-six invitations to the public meeting were distributed.

Two U.S. Representatives from Kentucky and both U.S. Senators from Kentucky provided statements which became part of the official record.

Statements were received from various State officials and agencies:

- a. Administrative Assistant to the Governor of Kentucky
- b. Secretary, Department for Natural Resources and Environmental Protection (two letters)
- c. Kentucky Department of Tourism
- d. Kentucky Department of Parks
- e. Two Kentucky Representatives

Local Governmental organizations were represented by statements from:

- a. City of Winchester
- b. Winchester Municipal Utilities
- c. Lexington-Fayette Urban County Government
- d. Lexington-Fayette County Health Department
- e. Lexington Health Department
- f. City of Harrodsburg
- g. City of Lawrenceburg
- h. Judge/Executives from Anderson and Lee Counties
- i. Garrard County Conservation District

The following groups and businesses provided statements subsequent to the public meeting:

- a. East Kentucky Power Company
- b. International Brotherhood of Electrical Workers
- c. Greater Cincinnati Marine Service, Inc.
- d. Kentucky River Excursions, Inc.
- e. Lexington Yacht Club

- f. Ravenna Greenhouse
- g. Kentucky Waterways Association
- h. Serodino, Inc.
- i. Moorehead Marine Service, Inc.
- j. East Kentucky Power
- k. Pacifica of Florida
- l. Kentucky Rivers Coalition

Fifteen citizens provided post-public meeting statements:

Cumulatively, these statements expressed deep, region-wide concern over adverse impacts which were perceived to be the potential result of the proposed action. Generally, those same areas of concern were found in these statements as were expressed after distribution of the original Public Notice.

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE  
CORPS OF ENGINEERS  
P.O. BOX 59  
LOUISVILLE, KENTUCKY 40201  
OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

FIRST CLASS MAIL

POSTAGE AND FEES PAID  
DEPARTMENT OF THE ARMY



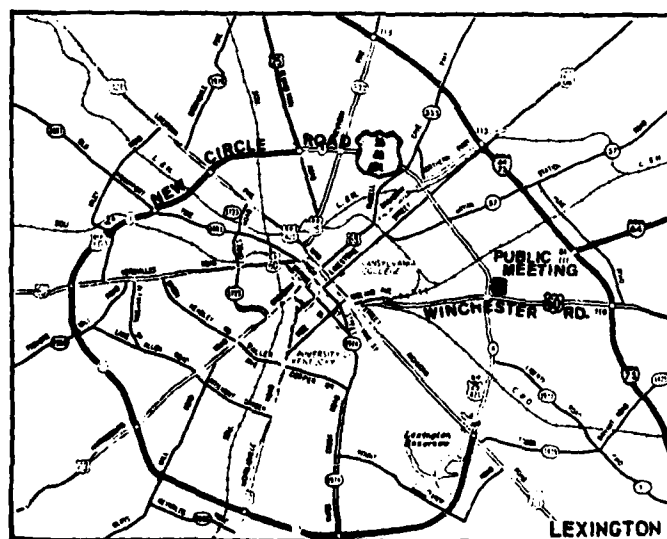
800-314

**YOU ARE INVITED TO ATTEND A PUBLIC MEETING**

pertaining to the interim closing of Locks 5 through 14 on the Kentucky River. This meeting is being held in conjunction with current evaluation efforts being conducted by the Louisville District, Corps of Engineers.

**THE MEETING WILL BE HELD**

at the Continental Inn, 801 New Circle Road, Lexington, Kentucky, on Thursday, 26 June 1980 at 8 p.m., EDT. A map is provided below for directions to the meeting site.



**LOCATION MAP**

## ADDITIONAL INFORMATION

### PURPOSE OF THIS MEETING

The purpose of this meeting is to give all interested persons an opportunity to express their views concerning the future of the navigation facilities on the Kentucky River and to obtain information which will assist in arriving at sound conclusions.

### BACKGROUND INFORMATION

Navigational use of the Kentucky River has shown a gradual decline over the years. The only commercial navigation on the river for a number of years has been the movement of sand which is hauled from the Ohio River upstream to Frankfort, Kentucky, just below Lock 4 and the transportation of stone from just below Lock 2 to Madison, Indiana on the Ohio River. There has been no commercial towing upstream of Lock 4, except for a brief period from December 1974 to April 1975, during which time coal was shipped from just below Lock 14 to Madison, Indiana. Lockage of recreational boats has declined over the past 10 years from 14,100 in 1970 to 3,290 in 1979. Approximately 51 percent of all recreational craft using the Kentucky River locks during the 1970-79 period were locked at Locks 1 through 4. During the past several years, the Louisville District has been reviewing Kentucky River locking records and comparing lock utilization with operation and maintenance costs for these facilities. As a result of this review, it is clear that the continued operation of the Kentucky River navigation system above Frankfort is not economically justified. Because Locks 5 through 14 are not being used for commercial navigation and are receiving only limited and declining use by recreation craft, these structures are presently being operated only during the recreation season (May through October). Therefore, the Louisville District is considering the interim closing of Locks 5 through 14 as of 1 November 1980. They would remain closed until their permanent disposition is decided.

### PUBLIC INVOLVEMENT

Anyone interested in the Kentucky River Navigation System should attend the meeting. Also, representatives of Federal and non-Federal public agencies; interested organizations and groups; and local property owners along the waterway are encouraged to attend. All parties will be afforded full opportunity to express their views and furnish specific data on matters pertinent to the study, including technical, economic, environmental, social and regional development. Statements should be supported by factual information insofar as practical.

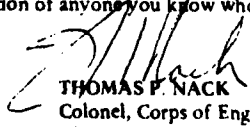
Oral statements will be heard, but for accuracy of record all important facts and statements should be submitted in writing, in duplicate. Written statements may be handed to the presiding officer at the meeting or may be mailed to the undersigned at the Corps of Engineers address in the letterhead. Statements so mailed should indicate that they are in response to the announcement. All written statements received by 26 July 1980 will become part of the official record of this study and will be made available for public examination. All information received will be considered when developing the Assessment and Report which will contain the District Engineer's recommendations concerning the interim closing of Locks 5 through 14.

### FUTURE STUDY EFFORTS

It is expected that recommendation for the ultimate disposition of these structures will be contained in the Kentucky River and Tributaries Study which is currently underway. That study effort will emphasize detailed assessment and evaluation of those plans which consider the replacement, rehabilitation, dismantlement or continued operation of Locks and Dams 5 through 14, and hydroelectric development and water-related recreation opportunities. Following plan assessment, a tradeoff analysis will be performed which will identify the plan which best meets the national water resources management goals of environmental quality and economic efficiency. These concerns will be addressed in the Kentucky River and Tributaries Stage 1 Study which will be accomplished in 1981, followed by a final report in 1984.

The final selection of a plan for recommendation to higher authority will be made after full consideration is given to the views of responsible agencies, groups, and citizens. However, this cannot be taken as an indication that the Federal Government will undertake any improvements or programs. Although the evaluation may result in recommendations for undertakings by the Federal Government, their accomplishment would depend upon subsequent authorization by the U. S. Congress.

Please bring this announcement to the attention of anyone you know who is interested in this matter

  
THOMAS P. NACK  
Colonel, Corps of Engineers  
District Engineer

TRANSCRIPT

COL NACK: I'd like to introduce myself. My name is Colonel Tom Nack. I'm the District Engineer of the Louisville District, U.S. Army Corps of Engineers.

The purpose of our meeting tonight is threefold. First, to explain and define the proposed action to suspend locking operation at Locks 5 through 14 on the Kentucky River. Second, to obtain public input to an assessment of the impacts of the proposed action and finally to provide an opportunity for the public to have input into the decisions and any recommendations that will be made by the Louisville District. I want to emphasize that the nature of this meeting is to give you an opportunity to express your concerns about the proposed action and to present data and information which will be utilized in preparation of the impact assessment and any decisions or recommendations that may come forth.

A brief explanation of the action follows. Locks 5 through 14 are no longer utilized for their authorized purpose, namely commercial navigation. Except for a brief period from December of 1974 through April of 1975, there has been no commercial navigation tonnage shipped upstream of Lock 4 in the past 16 years. From that standpoint alone, continued operation of the Kentucky River navigation system above Frankfort is not economically justified. Based on higher priority needs, limited operation and maintenance funds, and that benefits are not accruing to the project for its authorized purpose, this action to suspend locking on 5 through 14 has been proposed. What we have before you tonight is a proposal for an interim action to suspend locking operation but maintain minimum maintenance of facilities and structures, pending the outcome of a concurrent Kentucky River Basin Study. We expect that study will lead to a recommendation for the ultimate disposition or future use of these locks and dams.

Before we go further, I would like to introduce a few Corps personnel who are here with me tonight. On my immediate right is Mr. Jenkins who is the Chief of Planning Division and who is responsible for the study I just discussed which will look at the entire basin over the next 3 or 4 years. Next to him is Ken Mathews, Chief of Operations Division; the operation of those locks and dams that we are talking about are his responsibility. Next we have on his right, Bob Woodyard. Over on the far left, we have the stenographer, Louise Franks. Everything that is said here tonight will be recorded on tape and a complete transcript of this proceeding will be produced.

Now, as a courtesy to nonsmokers, I would like to ask that no smoking be done in this room tonight. If you feel you must smoke, if you would kindly step to the rear and out the doors, it would be appreciated.

Are there some of you here tonight who have not filled out an attendance card? If there are people here who have not, put your hands up, and let's get those cards out. Members of my staff are now passing out cards to you. I'd

like to invite you to fill these cards out for a number of reasons. One, they will become a permanent record of who was here and No. 2, it will automatically put you on a mailing list so that you will receive any additional information as it becomes available on this study. I would like to ask you to look at the back of the card and note the information there pertaining to the Privacy Act of 1974. Okay, anybody missing a card now. Okay, once you get those cards filled out, if you will pass them to the center aisle here, we'll pick them up.

I'd like now to introduce a few officials here tonight before we move on with the meeting. Are there representatives here for either of the Kentucky Senators?

Robert R. Martin, I'm a Senator for Madison, Jessamine, Garrett, and Mercer Counties.

COL NACK: Are there representatives from United States Congressmen, representatives? Would you like to stand up and introduce yourselves please? I've seen you, I've talked to you. Where are you?

Rick Kirchoff, Representative for Congressman Larry Hopkins. Also have a statement from Congressman Tim Lee Carter.

Bob McQueen, Aide to Senator Walter D. Huddleston.

Julie Wheat, District Representative for Senator Wendell Ford.

Any other representatives of U. S. Congressmen, Senators? -- Okay, how about the State of Kentucky. Is there a representative here for the Governor? Way in the back, I'm sorry.

Man in back stands up and introduces himself.

COL NACK: Thank you. Okay, now Kentucky State Senators or Representatives.

Paul W. Richardson, State Representative from Clark and Powell Counties.

Harry Moberly, State Representative for Richmond, Kentucky.

Stephen Wilborn, State Representative, Shelbyville, Kentucky.

Hank Hancock, State Representative from Frankfort, Kentucky.

COL NACK: Any other elected officials? Mayors, I am sure. Yes sir?

Harold Kirby, County Judge/Executive, Richmond, Kentucky.

Ralph McClanahan, County Judge, Estill County, from Irvine, Kentucky.

John Sower, Mayor of Frankfort.



Bill Sternberg, Mercer County Judge Executive.

COL NACK: Any other elected officials?

Bill Strong, City Commissioner, Richmond, Kentucky.

Harold Ritchey, City Councilman from City of Lawrenceburg.

Robert Thompson, City Councilman, City of Lawrenceburg.

Charles Carr, Mayor, City of Harrodsburg.

Elbert Stinnet, Madison 1st District, Henderson County, on behalf of Judge Holly W. Walker.

COL NACK: Anyone else? I would like to say that I have attended quite a number of public meetings and hearings. I have been to ones that had larger groups, more attendees, but I have never been to one that had so many elected officials.

(Applause.)

You folks in the Blue Grass have concerned public officials and that is great. Now, is there anyone else that we haven't brought up that would care to identify themselves? I'm talking about officials of agencies, elected officials, officials of any kind? Yes sir.

Jan Werff, Representative of Kentucky Department of Tourism.

COL NACK: Is that it? Okay, lets move on with the meeting. What I would like to do now is briefly explain the procedure that we'll follow tonight. Following this introduction, which is just about complete, Mr. Woodyard is going to give a presentation with slides to try to better explain what this proposed action is all about. We'll now move on with Mr. Woodyard's presentation.

MR. WOODYARD: Thank you, Colonel Nack. If you are unable to see the slide screen, please take a minute and get comfortably situated. Could we have the lights off, please.

Mr. Woodyard gives the slide presentation. See EXHIBIT No. 1.

MR. WOODYARD: Now, I'll turn the meeting back to Colonel Nack.

COL NACK: We will now take written and oral statements. I would like to remind you that any written statement will receive equal consideration to the oral and if you have a long written statement, it would be appreciated if you would brief it to us. As Bob said, any written statements that you would like to provide will be accepted through the 26th of July. First, we would like to get statements from the Representatives of the U. S. Senators. Do either one

of you care to make a statement? Excuse me, I would like to add some instructions that I failed to give. Would each of you making a statement, please speak your name and your position and your address clearly so that it can be recorded in the minutes.

MR. MCQUEEN: I'm Bob McQueen. I'm an Aide to U. S. Senator Walter D. Huddleston. I appreciate the opportunity to read the following brief statement from Senator Huddleston.

I am greatly concerned about the Corps of Engineers proposal to discontinue locking operations at Locks 5 through 14 on the Kentucky River. I find this proposed action to be even more questionable if done as an interim measure prior to the completion of the Kentucky River and Tributaries study that is currently being conducted by the Corps. One of the more important considerations, and one about which I have received many letters and heard from many local officials state legislators and citizens, concerns the effect of the proposed action on the water supply of the many communities along the Kentucky River. I have been advised by the Corps of Engineers that the study now being conducted will provide information bearing on this and other areas of concern such as water quality, recreation, energy needs, conservation, economy, environment, flood protection, and navigation. I have written Colonel Nack, the District Engineer for the Corps of Engineers, expressing my concern and support for the continuation of the locking operations as well as encouraging the Corps to highly consider the testimony and public interest shown here tonight in any reassessment of the Corps position. I have supported continued funding for the Corps current Kentucky River and Tributaries study and will also support making the necessary funds available to ensure against possible interruption of locking operations on the Kentucky River.

I commend the Corps for conducting this hearing and seeking to answer the questions that have been raised regarding this proposal. I am fully aware of the economic dilemma the Corps is facing in regard to the locks in the Kentucky River and that the navigational use of the river has shown a decline over the years. However, I am hopeful that after review and consideration of the alternatives available and the public interest shown here tonight that the Corps will be able to recommend continuation of locking and maintenance operations on the Kentucky River. I pledge my full support of such a recommendation. Thank you very much.

(Applause.)

COL NACK: Mrs. Wheat?

MRS. WHEAT: My name is Julie Wheat. I am Senator Wendell Ford's District Representative in Lexington. Senator Ford has asked me to read the following statement.

(Mrs. Wheat reads Senator Ford's statement.) See EXHIBIT No. 2.

(Applause.)

COL NACK: Mr. Kirchoff?

MR. KIRCHOFF: My name is Rick Kirchoff. I'm a field representative for Congressman Larry Hopkins here in Lexington. I am also reading a statement on behalf of Congressman Tim Lee Carter.

(Mr. Kirchoff reads statement from Congressmen Hopkins and Carter.)  
See EXHIBIT No. 3.

(Applause.)

COL NACK: Mr. Don Mills.

MR. MILLS: Colonel Nack, ladies and gentlemen, I am Don Mills, Chief Administrative Assistant to Governor John Y. Brown and I am here tonight to express his views concerning the closing of the locks on the Kentucky River.

(Mr. Mills reads Governor Brown's statement.) See EXHIBIT No. 4.

(Applause.)

COL NACK: Mr. Harry Moberly?

MR. MOBERLY: Thank you very much. I'm Harry Moberly, State Representative from Madison County. I think that Don expressed very well what needs to be said here tonight. I can say that people in Richmond and Madison County wholeheartedly agree. I'll just add this one thing without going into any of the technicalities in what Don discussed here. The Corps here tonight has put on a very nice slide presentation, but it seems to me that their focus is messed up. They have come here tonight and they have focused on navigation on the Kentucky River. Now, these locks may have originally been built for the purpose of navigation but in reliance upon the presence of these locks and upon the dredging operations that have been continuing on the Kentucky River, even though they have not been adequate in the past few years, many of the central Kentucky cities have made the Kentucky River their primary water supply.

If you want to talk just about navigation, the Corps has given us some figures, and as Don pointed out, those figures are misleading because in the last couple of years, they have discouraged river traffic by the odd hours that they have operated the locks and also because of the fact that they have failed to dredge the river properly.

(Applause.)

But ladies and gentlemen, what is so dissappointing to us here tonight--well,

to all the people in central Kentucky--but especially to the people in Richmond and Madison County, is the fact that they are talking simply about navigation and what we really should be talking about here tonight is the fact that without water, central Kentucky communities cannot survive. So, this problem with navigation is just a collateral matter and we know that in Richmond, we don't have any secondary water supply and if anything happens to our water supply from the Kentucky River, we're in trouble. We cannot continue to exist as a community. If we do not have the locks, then there is not going to be dredging, the pumping stations on the river will not be able to pump adequately. The water that is fouled from the silts, we cannot be assured of an adequate pool, and I think we should make clear to the Army Corps of Engineers and to the Federal Government and to President Carter and anybody else that will listen, that we are not simply talking about recreation. Surely, we would like to have continued good recreational facilities at the Kentucky River, but we are talking about life and death matters. We're talking about the survival of central Kentucky communities. As I said, I wholeheartedly agree with what Don said, but I think we need to say, let's focus on the most important thing here. We have to have an adequate water supply. Thank you.

(Applause.)

COL NACK: Mr. William Kenton.

MR. KENTON: Colonel, ladies and gentlemen, fellow Kentuckians, I come here tonight to what I believe and nominate to be, a very important meeting. May be just another example of the frustration of the people of the Commonwealth and the American people of Government getting ready to do something else to us. I certainly hope not. In addition to that, I come as Speaker of the House of Kentucky Representatives and personally and symbolically to let you know that the members of the Kentucky House and the Kentucky Senate on April 15th, 1980, unanimously adopted resolutions in each house that memorializes the Congress, the President, the Corps and other concerned Federal agencies to address themselves to this most serious problem. The problem that affects our water quality, that affects our navigation, that affects our recreation, that affects our very quality of life. In essence, it was the resolution of the Kentucky House and also the Senate that the United States Army Corps of Engineers is requested and petitioned to continue the operation of Locks 5 through 14 after 1 November 1980.

(Applause.)

Secondly, that contrary to the discontinuance of lock operations and maintenance, dredging is proposed in the public notice that we in the House received on April 1, 1980, that the United States Army Corps of Engineers is urged to consider plans for the upgrading of dams and locks in the Kentucky River, specifically lengthening locks to a minimum of 600 feet and widening Lock 4 and below to the Ohio River, thereby improving the navigational potential for this economical mode of transportation. Third, the Kentucky Congressional Delegation is requested to introduce and support wholeheartedly

any legislation which may be needed to allow funding to the United States Army Corps of Engineers for the continued operation of locks and dredging on the Kentucky River. Finally, that the Congress and the President of the United States are requested to mandate studies to determine the feasibility of not downgrading but upgrading the navigational potential of the Kentucky River.

(Applause.)

Especially directed toward the transportation of coal. I thought that Don and those that spoke on behalf of the United States Senators and our Congressmen, spoke eloquently. I think that more specifically the action of the House and the Senate, at the hands of Representative Hancock, Representative Moberley and the other representatives that are here this evening, along with the sincere interest of the people of central Kentucky, should give a clear, loud, and specific message, not only to the Corps of Engineers but to the Federal Government as a whole, that we don't want to be had, we want to be helped, and we ask you to join with us in this effort to maintain the quality of life that the people of central Kentucky know. Thank you very much.

(Applause.)

COL NACK: Mr. Robert Martin.

MR. MARTIN: Colonel Nack and ladies and gentlemen, I'm Bob Martin. I'm State Senator from the 22nd District, Madison, Jessamine, Garrett and Mercer Counties. Speaker Kenton and Mr. Moberley have already pointed out the unanimous action of both Houses of the General Assembly when it was announced that these locks were to be closed. It was an unanimous action. I want to say to you, Colonel Nack, and to the members of the Corps, that since that time, I don't know of any issue which has developed in my Senatorial District that has evoked more discussion and is more unanimous on the part of the people in opposition to it than the proposal that you have made for the closing of the locks on the Kentucky River. It has been a unanimous reaction. I have some very serious questions and I'm not going to repeat what others have said, or try not to, other than to make some reference to them. I find it rather interesting that the Congress has already appropriated money for a study which will extend into 1984, and yet we find the Corps here making a proposal that would take away one of the alternatives that might come out of the study in 1984.

(Applause.)

But, as important as that is, there is another matter that concerns me greatly. You're going to have another 4 years here of study. Then after you get the study, there will be other delays, be considerations, be authorization by the Congress, if it is accepted, and there will be then appropriations. And so, if there were a real change made in the locks between now and the 21st Century, it would be very remarkable.

(Applause.)

The way our Government moves, I don't think what you're talking--if they came up with a good plan, and I'm not sure they can come up with a better plan than one that was completed in 1917. I've seen some reports in the press but I am saying to you that nothing ought to be done to disturb the status quo until we know what is going to happen and that new system is in place sometime in the next 20 years. Thank you, Colonel.

(Applause.)

COL NACK: Mr. Hank Hancock.

MR. HANCOCK: Colonel Nack, members of the Corps of Engineers, I come again to address you tonight concerning your public notice and the attempt to suspend the locks from Locks 5 through 14. We have met before through the Flood Task Force that studied the problems that were involved in the terrible floods of 1978. I want you to realize that I have worked very hard to try and propose and get this study completed in 1984. The public notice says that this is only a suspension matter, a temporary matter, until the study is completed, and at which time, you will take final action and final disposition after the study is complete in 1984. I submit to you that history dictates that the Corps of Engineers has never completed a study and if these locks are closed at this time, I fear that they will never be opened again. The money has not been fully appropriated to complete the study. The money has been appropriated, it is my understanding, only to complete the second stage of the study of the Kentucky River Basin. If these are closed, and the money is denied for the rest of the study, I fear that we will end up with closed locks on the Kentucky River forever. As a State Representative, I realize the responsibilities of appropriation and money that our Government levels are facing. I realize that President Carter's move to balance the Federal budget, I realize the problems that Congress is faced with, and I also realize that the Chief Engineer of the United States Corps of Engineers in Washington, D.C., was told to cut his budget according to those areas that do not take place and effect a cost-benefit-ratio. This show of people here tonight are here to prove to you and ask for you to take back to Washington, D.C., take to the Chief of the U.S. Corps of Engineers in Washington, that we can prove that cost-benefit-ratio has again been misplaced by the Corps of Engineers. I would like to present this information in our hopes that you can do this.

As I mentioned, the Flood Task Force Study of 1979, and I quote--and you were attending the meetings, and you were at this particular meeting. When Mr. Ronald J. Close of the National Weather Service spoke the same day you spoke, I quote from Mr. Close's remark. Mr. Close commented that the lockmasters are the backbone of their reporting networks and without it, we would never be able to predict flooding.

(Applause.)

To some citizens, the potential suspension of operations of Locks 5 through 14 and the discontinuance of maintenance dredging as announced in the Corps public notice of April would affect their very livelihood. The potential

suspension of operation of these locks was a special concern to the 1980 General Assembly, as was brought out. Both Houses adopted resolutions urging and requesting the United States Army Corps of Engineers to continue the operation of these locks. As expressed in both these resolutions, the Corps was not only requested to continue operation of Locks 5 through 14 but urged to consider upgrading the dams and locks on the Kentucky River to improve the navigational potential of the river. The resolutions also requested the Congress and President to mandate studies to determine the feasibility of upgrading this potential. Similar expressions were made, not only by the report of the Flood Task Force, appointed by Governor Carroll in January of 1979, but also from the report from the Governor's Task Force on Transportation issued in November 1979. I would like to quote from these documents. The Flood Task Force recommended to the Chief, U.S. Army Corps of Engineers, should be requested to increase the capability of the Louisville District to complete its study of flood control strategies of the Kentucky River system. The Flood Task Force further recommended that consideration should be given to initiating activities aimed at rejuvenating the Kentucky River as a navigable stream, to address flooding problems and improve barge transportation of coal, especially from Eastern Kentucky.

(Applause.)

And, Bob, Kentucky can stand proud today of its U.S. Senator, Dee Huddleston, who just got passed in the Senate the day before yesterday, I understand, an appropriation of money which will go to upgrade coal haul roads in Kentucky to the tune that will mean Kentucky will receive in the future over \$250 million to rebuild the coal roads in this state that are wracked by the hauling of coal. This is especially significant, Bob, that this would come back that we could take this and utilize this for the river which is cheap transportation and use on this. Not only that, Colonel Nack, \$650 million was approved yesterday or the day before yesterday, to improve the river quality. Now, with this kind of money we're talking about and here we're talking about the suspension of \$2 million at a time when the study is going on.

It is my understanding that the Corps is thoroughly involved in the 4 year study of the Kentucky River and Tributaries for the purpose of, No. 1, identifying and defining the problems and needs, formulating alternative plans, performing impact assessments and evaluating alternatives plans. According to the Stage 1 Work Plan for this Study, which is recently out, effort will be spent primarily in areas of flood control, hydropower, navigation, water supply and recreation. Yet, you opened this meeting tonight talking about navigation only. I cannot understand how the Corps can, on the one hand, be involved in a 4-year study to answer the apparent unanswered questions as identified in the work plan and on the other hand be considering the suspension of operation of Locks 5 through 14. It appears completely premature and inconsistent to make such a wide-reaching decision as suspension of operations of the locks prior to the completion of the study.

One of the reasons given for consideration of the suspension of operation of the locks is the decline of recreational boat activity. Mr. Mills of the

Governor's office addressed that subject very well. And neither do I doubt the statistics indicating the decline in recreational boat activity through the locks, but I believe there are good reasons and I believe we can prove those reasons for this decline. Some of which can be changed in the future.

I further believe that the Corps has not encouraged the use of the locks for recreational purposes.

(Applause.)

Quite to the contrary, past procedures in the operation of the locks has, in fact, been to discourage operational activity through the locks. Let me be specific, as was mentioned earlier. In the past, the Kentucky River had significant recreational traffic of boaters from the Louisville and Cincinnati area, as well as other areas along the Ohio River. I have been informed that this type of traffic has significantly decreased. Why? Partly, I am sure, because the cost of gasoline has increased so much. But there are other reasons which have discouraged boaters from the Louisville and Cincinnati areas, as well as Kentucky boats. For such boaters to make plans for use of the river, they must know the scheduling of open times of each lock. In other words, there apparently has not been a consistent time for operation of the locks and different locks have different times. As a specific example, Locks 5 through 10 currently have different times for different days, 8 a.m. to 8 p.m. on Friday, Saturday and Sunday, and noon to 8 p.m. on Monday through Thursday. I have also been advised that since 1978, some locks have been completely inoperative, and that is for 4 months at a time. Therefore, with the variable scheduling of lock operations, the complete unavailability of locks for long periods of time, the regular boater is less than encouraged to use the Kentucky River.

Another item which I believe has affected recreational traffic, and Mr. Mills also alluded to this, is the unusually bad weather that Kentucky has experienced in the last several years, specifically related to your report saying 1970 to 1979. Take Locks 4 and 10 for example. The water level exceeded the flood stage five times in the 1970's, the highest on record for any 9-year period. At Lock 4, flooding occurred in February 1972, 1974, 1975, again in 1975, and certainly the worst flood in history in 1978. At Lock 10, it was 1972 again, 1972 in January of this year, March 1975, and again in 1978. We're all aware that the 1978 floods set new records for the most severe floods at these locks. Added to these floods was the devastating tornado of April 4, 1974, which I am sure many people in this room remember. The severe weather events destroyed most docking facilities, thus limiting the availability of service to boaters. Therefore, there have been recent events that have discouraged recreational traffic on the Kentucky River which could be improved or changed. That should stimulate an increase in traffic.

We feel like this takes care of the argument of the decrease in recreational traffic on the locks that you are using as your excuse to close down the locks.



Recreational traffic on the Kentucky River should be increasing for another reason. Boating registration. There has been an increase of boating registration in Kentucky since 1975 to 1979 of 13,000 craft. This river basin has to have a good portion of those 13,000 craft. I think we need to know these answers before we suspend operation of the locks.

Thus far I have concentrated my remarks on recreational boating. However, the suspension of operation of Lock 5 through 14 will affect many areas of the lives of Kentucky citizens. The potential commercial use of the Kentucky River will be removed, although the use of the river above Lock 5 may not be economically feasible now as the price of fuel continues to escalate. The use of barges for transporting commodities, especially coal, will become more competitive.

(Applause.)

Already one electric utility in Eastern Kentucky has expressed concern in the removal of the river options for transporting coal should the locks be unavailable. Again, I would like to emphasize the expressions of the 1980 General Assembly Resolution. The Corps should be considering ways to upgrade commercial transportation rather than suspending the operation of the locks and completely eliminating the potential economic means of transportation. As reported by the Governor's Task Force on Transportation, the efficiencies of water transportation are passed on to the consumer in the form of low rates, approximately one-half cent per ton mile, compared to two cents per mile for railroad, and ten cents per ton mile for motor transportation. And that navigation projects are interstate in scope and people over a wide area benefit from them. Not just lock communities in Kentucky where the project takes place.

There are other potential impacts should the lock operation be suspended. There are others here who can address these concerns more completely than I but they give me great concern and I want to mention them. I realize that according to the public notice, the Corps intends to continue maintenance of lock and dam structures until permanent disposition can be determined. The permanent disposition could result in a recommendation to discontinuance and maintenance of the locks and dams. If the Corps should stop maintenance of the locks and dams, the dams would deteriorate and the loss of existing water pools would be inevitable. Several major Kentucky cities and towns get their water supply from the pools of the Kentucky River, the largest being Kentucky-American Water Company, of course, which supplies Lexington and adjacent areas. Should the existing river pool be lost due to the lack of dam maintenance and the area experience a severe drought, the citizens in these Kentucky cities and towns may suddenly experience a serious water shortage. Even without a drought, the loss of existing water pool may have significant negative impact on the quality of the water that Congress has just appropriated \$650 million to improve.

I want to close again by stating how premature and inconsistent it is of the Federal Government to be found in the position of conducting a 4-year study of

the Kentucky River to answer some unknown questions and consider the suspension of Locks 5 through 14. At least wait until the end of the study. It is not time to close the store when you are considering whether to remodel or take bankruptcy. Thank you very much.

(Mr. Hancock submits a written statement.) See EXHIBIT No. 5.

(Applause.)

COL NACK: Mr. Paul Richardson.

MR. RICHARDSON: I'm Paul W. Richardson, State Representative, 73rd District, Clark and Powell Counties. You've had a lot of good speakers before me give you a lot of facts. I'm not going to take up further of your time because some of you have so much more valuable information to give than I do. But I am very much in favor of not closing the locks.

This meeting could be, I sort of think, is how to get your water cut off in steps 5 through 14. I'm not speaking to you as a State Representative of the people of Clark County, but as one of them. The Kentucky River to central Kentucky is very similar to the nerve system or vertebrae in the back of the individual, a must or you don't exist. The closing of Locks 5 through 14 on the Kentucky River will seriously affect our vital lifeline. It is of great concern to the whole of Kentucky, your closing of locks and discontinuing service and maintenance of these locks. Who knows, next it will be Locks 1 through 5. Think about that. They're up this way. Then, proceed to other waterways. Maybe next, the Ohio River, the Mississippi and many others. What's to stop the Corps? Let's nip it in the bud now. Now, now, right now. Let's stop this.

(Applause.)

We urge Colonel Thomas P. Nack, District Engineer, Louisville, Kentucky, and the entire Corps of Engineers to reconsider and reevaluate their efforts to strangle central Kentucky, the Kentucky River Watershed and the citizens of this state by closing of Locks 5 through 14. Please do this, Colonel, and let us continue to exist. Thank you.

(Applause.)

COL NACK: Miss Jackie Swigart.

GENTLEMAN FROM THE AUDIENCE: Will you call someone else, Colonel. She will be right back.

COL NACK : Mr. Ralph McClanahan.

(Applause.)

MR. MCCLANAHAN: Can everybody hear me? Good. I want to thank each and

everyone of you for being here tonight. You're all busy and you have things to do and I know this, but they finally got down to us river people didn't they? That's good.

Now, you know, it seemed that our purpose of being here this evening, the purpose of this hearing is to have input into keeping Locks 5 through 14 of the Kentucky River open. Now, if that is your purpose of being here, you are wasting your time. My purpose of being here is to try to see the possibility for reopening and I said "reopening" Locks 5 through 14.

(Applause.)

For it seems that the District Office of the Corps of Engineers have already made the final decisions for closings and told you so in the public notice that was received on April the 1st on the pretense of a proposed action. Now, if you think you have any influence on keeping Locks 5 through 14 open beyond November the 1st, 1980, just forget it. We've been had. Plans have already been made and wheels have starting turning and this hearing must seem like one of the biggest farces ever experienced to certain groups. This has been predetermined and justified when the GAO, and that stands for General Accounting Office of Washington, D.C., when they paid a Class Action suit pertaining to the back salaries of the lockkeepers, which they very much deserve. Now, just as soon as this law suit was decided in favor of the lockkeepers, it was determined that one man was all that was needed for a lockkeeper and the locks didn't want overtime. And the one remaining man was put on a straight 8-hour day. Now, I'm not saying this is wrong economically, but after this lawsuit was lost by the Corps of Engineers, they started trying to find ways to cover up their stupidity and error for this loss and making the people of Kentucky River Basin scapegoats for their bungling. Now, I would like to know how many actually were retired or transferred in the District Office of the Corps of Engineers after this terrible terrific financial error. I'm also hoping that the Division Office in Cincinnati has not been hoodwinked by the District Office. I know that our representatives in the Senate and the House in Washington, will not, and I repeat, will not, stand for any shenanigans to the people in the Kentucky River Valley. Thank you Bob, you and Miss Wheat, and all of you for being here this evening.

(Applause.)

I don't want the Corps of Engineers to think we are so stupid to come here under any other pretense. I feel, however, certain that all lockmasters from Lock 5 through 14 have already received instructions for their Fall duty and for their future duties. I feel sure they have been assured that the locks will be closed, regardless of what this hearing or any other hearings bring out, and our only hope lies with the senators and representatives in United States Congress. Because I feel that they are the only ones that really have the expertise and the knowledge at their fingertips and the sincere welfare of the overall picture of everything and not a one-sided view. Now, for the past 10 years, the Corps has continuously discouraged traffic on the Kentucky River by having less hours for lockage. And even the new lockage schedule for 1980

for Lock 1 through Lock 4 shows that those hours are being cut. And the people of this area can be sure this is a start of the death knell for them. Now, after our locks and dams are gone, the river will eventually fill up, making flooding inevitable. Now, I feel sure that records will show that Kentucky River has not properly been dredged in over 40 years. I grew up on the Kentucky River and as a child, it was one of the greatest things to see the dredge boat come up the Kentucky River. Of course, this discourages river traffic because at no time would you ever know exactly where the river channel would be.

Now, in June 1977, Lock 11 was closed for repairs. It was not reopened until 1979, and in 1977 and '78, Locks 13 and 14 were not passable due to silt. In February of 1977, the Corps cut back the operation to a one-man employee. About May 1977, the Corps closed Locks 11 and 14 two extra days a week. Now, no letters of protest was sent concerning these changes because of the respect we had at that time for the Corps in the past. It made us feel that the Corps would correct these mistakes and we did not know until now that this was the start of a very well laid destructive plan. After the flood of 1978, we were promised weather stations all up and down the river so that accurate flood and river readings could be maintained. Promises, promises, promises. As you know, history tells us that the State of Kentucky built the first five locks on the Kentucky River by 1835. Then the system was turned over to the Federal Government in 1880. By 1917, the Federal Government had built Dams 6 through 14.

For information, the first steamboat in the entire world was built and operated on the town fork of the Elkhorn Creek. This is a tributary of the Kentucky River in Fayette County, by a man named by Edward West in 1793. They've had excursion dance boats and floating stores and gristmills and log rests and export for tobacco and corn. It's the history of this river. Daniel Boone, a National hero, is also a part of this wonderful river.

Now, the Kentucky River drains one-sixth of the State of Kentucky, approximately 7,000 square miles. And you are going to destroy it? In Estill County where Lock 12 is located, we have some beautiful homes there which previously housed the lockkeepers. Now, if the fate of Lock 12 is the same as Locks 6, 7, 8 and 9, these homes will be demolished, even though Estill County has a severe housing shortage. In fact, this decision has probably already been made.

Now, let's look at what they're doing to the Ohio River. See what's going on there and what's been going on for some time. Plans for the future have been made there. They are rebuilding old locks, whereby one lock could take care of two or three old locks on the same river. Now, plans such as this could have and probably should have already been put into effect. It's not too late to start them now. Now, I mean old locks, building old locks rather than new ones. If you tried to get permission to build new locks in this day and time, it would be probably impossible, with the red tape and environmental reaction and the other bureaucracy measures that you would have to go through. And yet, if you look at Lock 9, which holds the pool of water supply in Fayette

County, the old wooden gibbons the locks sits on would probably not stand any added pressure in its present condition. Now, the Corps says that no commercial traffic is on the river. I am here to tell you that commercial traffic is impossible because of the age of the structures and conditions of these installations. Why river traffic would have to fight the floods of the river, plus the possibility of having to wait two weeks to get a gate repaired before it could pass through. Now, it seems that there is always talks about everything except what the people really want. And as a servant of the people of Estill County, I am compelled to adhere to the wishes of the people of Estill County. The same should be compulsory with all the servants of the people. For too long have small people been in high places and controlled important issues.

(Applause.)

Now, we in the Kentucky River Valley will probably not realize any loss of our water supply for about five years. Let me tell you, the sediment will gradually fill us up. It will fill in and the Kentucky River will probably be classified as a wild river. You'll be able to see small ripples in this river and I am speaking primarily about Locks 9, 10, 13 and 14. You'll see trees and weeds growing in the lock pits and because of the different water reaction, you'll see different sediments in different places. I don't know the exact number of boats that are now on the Kentucky River, but I would venture a guess of from 5,000 to 6,000 boats. This could be a small number of the actual figure. I wonder how many remember the flood in Louisville in the 30's. And how many remember the boats that were needed from everywhere to help these people. They came from everywhere and "thank God" we have some dedicated river men, I'll tell you that.

Right now in the month of June, we are at least 2 inches--we are short of 2 inches at least of water for the month of June. So, what happens if we have a drought in the Kentucky River basin? What would happen to the residents? What happens if Estill County pool at Lock 12 has lots of water and Fayette County doesn't? And the gates are welded together or cofferdam is built to try and help hold the water to a certain level, making it impossible to let water from our pool down here to you. Now, we can open up Buckhorn Dam and I want to say--they say there was two tributaries coming, the North and South Forks. There are three; there's a Middle Fork. They even forgot about that one. We could open up Buckhorn Dam and probably flood enough water to take care of us in Estill County. But what about you in Fayette County and what about the downriver counties? Where do you think you would get your water from? Now, Jim Amato knows that I have written him a letter, and I suggested to Jim Amato that if I were Mayor of Lexington, Kentucky, I would be making plans at the present time for a pipeline to the Ohio River or Cave Run Lake at the present time.

(Applause.)

Now, what is the Corps saving by the closing of these locks? No. 1, a repair boat that makes periodic runs up the river, maybe. No. 2, summer help.

No. 3, a salary freeze. And No. 4, lock equipment. Now, I assure you that the lock equipment is a costly part of the system and with the closing of the locks, this equipment will be stored as it always is in the wintertime. There is no reason that Locks 5 through 14 cannot be reopened for possible summer traffic. Now, the Kentucky River originates in the very heart of the coal country of Eastern Kentucky, and since river traffic is the most feasible and the most economical means of traffic transportation ever known, why have they discouraged it? Should there be more transfers or retirements or changes of departments. Now, historically, no river in Kentucky can compete with the Kentucky River. It serves the poor of the Appalachia as well as the rich of the Bluegrass, and as it leaves the coal fields, it picks up the rich limestone that has become famous for producing outstanding horses and deemed necessary in famous Kentucky Bourbon. And from its inception of the three forks in Clay County, Leslie County, and McRoberts to its completion at Carrollton, Kentucky, where it empties into the Ohio River, it has passed through and has served equally all classes of Kentucky, and it can truly be called Kentucky's Miniature Nile. Of all the rivers, this is one of the few that flows seemingly in an uphill direction which is northwest. Now, I ask you, in the name of all of us little people here in the Appalachian area, don't destroy our river. Please reopen our gates.

In closing, I would like to tell you about a remark I heard once, that a coincidence is a miracle that God performs and then remains anonymous. You may rest assured that this time we are praying for a coincidence. Thank you so much.

(Applause.)

COL NACK: Miss Jackie Swigart.

MISS SWIGART: Colonel Nack, ladies and gentlemen, my name is Jackie Swigart.

(Miss Swigart reads her prepared statement.) See EXHIBIT No. 6.

(Applause.)

COL NACK: Mr. John Sower.

MR. SOWER: Colonel Nack, fellow elected officials, distinguished ladies and gentlemen. Colonel Nack, we certainly appreciate the opportunity to let the people be heard this evening. I would like to refocus on the stated purpose of this meeting. That purpose being to give all interested persons an opportunity to express their views concerning the future of the navigational facilities of the Kentucky River and to obtain the information that will assist in arriving at sound conclusions.

The last slide on our slide presentation that we just saw had "the end." Colonel Nack, another purpose of the public meeting, as you are certainly aware, is to give the opportunity to the majority of the citizenry to express their viewpoint and that the majority rule. I certainly hope that after

tonight's meeting, that this is not the end, but this is the beginning of something good. Thank you.

(Applause.)

COL NACK: Mr. William Martin.

MR. MARTIN: Colonel Nack, ladies and gentlemen, my name is William H. Martin and I am from Richmond, Kentucky. I represent this evening, as co-chairman, the Kentucky Chapter of the Nature Conservancy. The Nature Conservancy is a national organization that is dedicated to the preservation of natural lands which have unique ecological values. I will confine my remarks to the closing of Locks 5 through 14 on the Kentucky River as to the educational and recreational potential. While recognizing the value of water supply, I still want to confine this to the recreational and educational potential. In particular the Nature Conservancy is interested in a section of the Kentucky River from Locks 5 to 10, commonly known as the Kentucky River Palisades, an area that we have defined as being ecologically and geologically unique and these particular values, along with the scenic values of this segment of the river, should be available to the people of this state for their recreational and scientific values.

The Nature Conservancy, the Kentucky Chapter that is of the Nature Conservancy, wishes to be on record, therefore, as opposing the closing of the Locks 5 through 14 on the Kentucky River for these reasons. We consider the Kentucky River to be one of Kentucky's greatest natural assets because of its recreational, educational, and scientific values to the state. If the locks are not maintained properly, the river will no longer be navigable except between the deteriorating locks. Boats used for recreation and for carrying passengers and for even studying this portion of the Kentucky River for its future ecological or geological values that it may have, would not be possible. The vast recreational potential of the river will be diminished. As energy shortages begin to curtail long distances traveled by automobile, Kentuckians will more than ever be needing the natural resources of our own state for enjoyment and recreation. While we recognize that the recreational value of the lock system is not a major mandate of the Corps of Engineers, all of us here assembled, including representatives of the Corps of Engineers, know that this particular recreational value has been utilized in the past as a way of justifying highly questionable Federal projects and the cost-benefit-ratios thereof. Furthermore, Shakerstown historical restoration which has attracted thousands of visitors to Kentucky has approved plans to add trips to the Palisades in this section Locks 5 through 10 as a new feature. Closing of the locks will have an adverse effect on the tourism portion of this portion of Kentucky.

In a realistic recognition of the established facts that the recreational use of boats on the river has declined from 14,000 approximately in 1970 to 3,200 in 1979, and that the costs are not economically justified, the reasons for this decline must be analyzed and that has already been done by several people that have gone before me. I'll just simply say that this is in large measure

due to the lack of sufficient personnel and efforts to maintain the locks efficiently and with dispatch. Those wishing to use the river for recreation and going through the locks, have gone elsewhere, and so the recreational use and the interest in recreational use and its value to Kentucky for recreational use is far greater than these data will even indicate.

Therefore, the Kentucky Chapter of the Nature Conservancy urges consideration of alternatives which would keep the locks in operation, keep the present level of the water under control of the U. S. Army Corps of Engineers without destroying the character of the Kentucky River. This would prevent the loss of its ecological and recreational and agricultural qualities, all three of which, like coal, are nonrenewable sources in Kentucky.

(Applause.)

COL NACK: Mr. Gordon Gardner.

MR. GARDNER: My name is Gordon Gardner. I am Commissioner of Public Works with the Lexington-Fayette Urban County Government. I am representing Mayor Amato and the local Government.

The Government in Lexington is very concerned about the proposed Corps action. There are three areas that we think, any one of which by itself would probably be cause to halt the present action and continue on a more moderate course. As far as recreation goes, we think that the future potential of the river for recreational activity is greatly underestimated. Our planners indicate in our plans that the growth of this region will continue as it has in the past and will likely double in the next 20 years. The need for nearby recreational opportunities cannot but increase significantly, particularly in view of the fuel crisis and other factors. Several studies by the Corps and others have indicated the very significant potential for increased recreation on the river. We think that this potential has not been developed. In fact, it has obviously been discouraged and were the river made more accessible to citizens of the local area, it would certainly be used more.

Of more concern to us are the issues concerning water supply. We find professionals involved in water resources at state and local level are uniformly concerned about the casual attitude displayed by the Corps in this current action and what appears to be a future action to close the locks and otherwise treat the river--sort of let it go its own course. We think that the water supply of the region is much too important to be treated as such.

The third area, just briefly, relates to the environmental factors. We don't think they have been considered hardly at all. The State and Federal Governments are spending millions of dollars to upgrade and improve the treatment of sanitary sewer systems throughout the State and certainly in the Bluegrass area to preserve and protect and otherwise improve the quality of water in the Kentucky River. We think that the action proposed with the locks is not in keeping with this large Federal and local expenditure of funds. We sincerely request the Corps to reconsider its action and certainly consult



more with local professionals on future actions of this sort. Thank you.

(Applause.)

COL NACK: Shelby Kincaid.

MR. KINCAID: I didn't expect to get up here, but being from Beattyville, the tail end of the line on 14, we feel like that we notice probably up there the periodic closing of the locks below us, and it probably affected us at Beattyville during the summer when it had been very common to have a flotilla of boats maybe 75-80 boats from Cincinnati, Louisville, to visit us on the weekend up there. We sold them a lot of gas, some of the bootleggers got real wealthy on it, and you know, when people drive up there from Cincinnati, they'll pay pretty good for a bottle of beer sometimes. I guess that was-- when they started closing up there, we felt like somebody down the river didn't want them to get on to Beattyville. But, I would like to say that since two of the locks that are being closed are in our county, if it will cut us out completely out of being considered for any loading facilities for coal. And that is where coal would have to be shipped from, from Beattyville out of the Hazard fields, and we feel like if they close these down, then that kills that potential. Thank you very much.

(Applause.)

COL NACK: Jack Bodine? -- Mr. Bodine here? -- Carl H. Scott? -- Larry Kelley?

MR. KELLEY: I'm Larry Kelley, the County Attorney of Lee County. I'm the County Attorney from the same place that man who just talked about the bootleggers is from. So when I get back home tonight I'll have to make a report to all those bootleggers that you stood up for them, Grinney.

Seriously, because this is a serious matter, everything has already been said that I wanted to say and I won't take too much time, except to say I am the County Attorney of Lee County and if this thing doesn't get stopped, we're going to sue you and we're going to tie you up for that 20 years that Bob Martin was talking about. We'll keep it in court at least that long. Thank you.

(Applause.)

COL NACK: Hansell House? Is House here? -- Adams, Dubrey Adams? -- Robert Spurling? -- Robert Eden?

MR. EDEN: Colonel Nack, on April 28, 1980, I directed to your attention a letter in response to the Corps proposed action. My letter addresses the impact on water supply only. I am with Kentucky-American Water Company and I want it clearly understood that all my comments are strictly related to water supply only. I would like to read this letter and thereby make it a part of the record of this meeting.

(Mr. Eden reads the letter.) See EXHIBIT No. 7.

We would be most appreciative of your consideration and I thank you for the opportunity of speaking to this group and for your conducting this meeting. Thank you.

(Applause.)

COL NACK: Jan Werff.

MR. WERFF: I'm Jan Werff from the Kentucky Department of Tourism and I'm a research analyst. Now according to the Army's sources, the locks of the Kentucky River do not experience a constant level of traffic over the course of the calendar year. During 1977, 1978, and 1979, 98.9 percent of all pleasure craft locked were locked in the period of May through October. Locks 1 through 4 accounted for about 51 percent of the total of all lockings on the Kentucky River. Locks 5 through 10 accounted for about 45 percent of all lockings on the Kentucky River. The remaining traffic is locked through Locks 11 through 14. These are the averages for the last 3 years. During 1977, the pleasure craft traffic locked between Locks 5 and 10 at no time exceeded the totals of Locks 1 through 4; however, in 1978, Locks 5 through 10 totals exceeded Locks 1 through 4 totals during the month of July. July is traditionally the peak traffic month on the Kentucky River. Locks 5 through 10 totals also exceeded Locks 1 through 4 totals during October and May of 1978. In 1979, Locks 5 through 10 totals exceeded Locks 1 through 4 totals in the month of October. Traffic totals have been lower in a general sense in recent years due largely to two factors. These factors are a generally low supply of gasoline on the river and a reduced level of services on the river due to the flood of 1978 which was the worst in 40 years, or in history, as I understand. The traffic patterns of Locks 1 through 4 and Locks 5 through 10 have been very similar over the last 3 years. The vertical distance between these groups of locks when graphically analyzed is not great. From year to year, this pattern has remained constant. The total volume has decreased but proportions of traffic volume has been constant. The totals of traffic locked may not adequately represent the true demand for recreational resources on the river. Owners may be using their boats less or they may be taking shorter trips and using the locks less. This may be a matter of economics rather than a decreased demand for recreation resources. Or it may be a reflection of available suppliers of recreation resources like fuel, adequate opportunities to use lock services or the availability of a suitable mooring facility.

Last weekend, the Kentucky Department of Tourism conducted a survey at several marinas on the Kentucky River. The purpose of this survey was to gauge boatowners' reactions to the proposed lock closings. Among boat owners who rent mooring space on the river, 59.1 percent owned boats that are larger than 25-foot and 40.9 percent of the owners own boats smaller than 25-foot. 79.55 percent of this group rent space 12 months per year and 20.45 percent rent space less than 12 months per year. These boat owners use their boats on an average of 15 days per month and they make an average trip of 67.5 miles.

These owners use the lock system an average of 7.75 times per month. 38.6 percent of this group spends less than \$50 per trip, but 29.6 percent spend between \$51 and \$100 and 31.8 spend more than \$100 per trip. Among owners of boats larger than 25 feet, 80 percent of the sample stated they would move the boat off the river and onto a lake. The loss of these revenues will be a heavy shock to those private entrepreneurs who depend on the river for all or part of their business. Within this group of boaters who will move, 58 percent spend more than \$100 per trip and is the largest spending group on the river. Money spent on the river has a ripple or multiplier effect throughout the entire local economy. In this area, it is estimated that the money is recycled or subjected to a multiplier effect of between 2.6 and 3.0. This means that a dollar spent on the dock is felt in wages to dock employees, payments on bonded indebtedness on the dock facility itself, payments to wholesale suppliers, etc. These recipients of the dollar spent at the dock pass this money on in payments to State and Federal tax banks, in savings and loans, and as payments to oil refiners and trucking firms who supply them with their wholesale materials. And a portion of this dollar is recycled as well.

The riverboat Dixie Belle is an example of a private entrepreneur who will be hurt by lock closings. This craft annually cruises to Shakertown for a 2-month period. If the locks are closed, these revenues must be foregone or another boat must be permanently installed at Shakertown. Also, commercial craft by law must be removed from the water and have their hull inspected every 5 years. This is not easily done on the Kentucky River. If the locks are closed, these crafts might have to be trailered, if possible, to Louisville or Cincinnati. Now, some of these crafts are much too large to be trailered. It's an impossibility; it cannot be done. The closing of these locks will place an inequitable financial burden on pleasure boat owners. This hardship is even more pronounced among large cruiser type boatowners who can not easily trailer their boats. In 1979, motorboat registrations in Estill County were 304, in Madison County they were 1,320, in Clark County they were 869, in Jessamine County they were 1,096, in Woodford County they were 646, and in Anderson County they were 469. A total of these six counties is 4,704. We thank you all tonight.

(Applause.)

COL NACK: Barney Lucas? Is Barney Lucas here? -- Earl Wallace?

MR. WALLACE: My name is Earl D. Wallace and I am Chairman of the Board of Trustees of Shakertown and Pleasant Hill. We oppose the closing of these locks because we have one of the most scenic areas near the Shakertown Village that you can find in the entire United States. We own almost 4 miles of frontage on the river, 35 acres of land, in the High Bridge area. There has been such a demand from among our 250,000 visitors a year to the Village, there has been such a demand to see the Palisades that last year we ran an experiment for about 3 or 4 weeks and it was so popular that this year we have been trying to get a boat there and as soon as this issue came up, we dropped all plans to help finance a new boat that would serve this area between Locks No. 7 and 8. As long as the prospect of closing these locks hangs over the

area, it will be impossible for us to work out any practical way to service these 250,000 visitors a year in the Palisades area. You would be amazed at how much interest there is in these people who come from out of State, and a vast majority of our visitors are from out of State. Fact of matter, we have catalogued people from 44 states every summer. So, we oppose the closing of the locks simply because it will landlock any boat we might have and deny the out of state visitors, especially, the chance to see the scenic wonders of Kentucky. Thank you.

(Applause.)

COL NACK: Mrs. Brown.

MRS. BROWN: Colonel Nack, Dr. Martin has already read our statement from the Nature Conservancy.

COL NACK: Thank you, ma'am. -- Manley Combs.

MR. COMBS: Colonel Nack, ladies and gentlemen, I am Manley Combs, Vice President and Assistant General Manager of East Kentucky Power in Winchester, Kentucky.

(Mr. Combs reads statement for East Kentucky Power Cooperative, Inc.)  
See EXHIBIT No. 8.

(Applause.)

COL NACK: Jim Cross?

MR. CROSS: I'm Jim Cross, the President of Kentucky River Excursions.

(Mr. Cross reads his letter addressed to Colonel Nack.) See EXHIBIT No. 9.

(Applause.)

COL NACK: R. W. Wilkins?

MR. WILKINS: Thank you, Colonel. I am R. W. Wilkins, Executive Director of the Kentucky Waterways Association. Kentucky Waterways Association is a voluntary business organization made up of business industries of various types, boat operators, financial institutions, newspapers, people who are concerned with the protection and the development of Kentucky's whole waterways.

I won't read my statement I have in my pocket. It's voluminous. What I have stated in there has already been said many, many times. I would emphasize one point that has not been mentioned tonight. It is said that Kentucky is the Saudi Arabia of the coal industry and I am wondering when are we going to become independent ourselves and forget about Saudi Arabia and all the other Arab countries who are blackmailing us for their source of energy when we have

our own source of energy here in Kentucky. I have been told that we have some 400 years supply of coal in the entire State of Kentucky. So, I am not here just to urge you, Colonel, to continue operations but rather to include in your consideration, your study, to further upstream to Jackson, Kentucky, additional locks and dams and dredging so we can get Kentucky coal out and help solve the energy problem that we have in this country. Cost-benefit-ratio, what cost do you want to put on becoming independent? Thank you.

(Mr. Wilkins submits his written statement.) See EXHIBIT No. 10.

(Applause.)

COL NACK: William Young?

MR. YOUNG: Colonel Nack and members of the audience, most of what I had down has been covered tonight. I'm down to one of the little people. I don't represent anybody, but I want to congratulate you on your planning of this meeting which is just about like the planning of the lock closing. If you had started it at 9 o'clock, you wouldn't have had half the complaints. Most of the people have gone now. Now, I submit that you have already put into effect the closing of Locks 5 through 14. You've already torn down the lockkeeper's houses at Locks 7, 8 and 9. I tried to go to 14 last year. You couldn't get through Lock 10. It was closed. Lock 1 was closed part of the time. Lock 2 was closed part of the time. Lock 9 was filled in, impossible to get through most of the summer. The cost of operation, you say \$700 a craft? That is totally unacceptable to me. I don't believe you can justify in any way, shape or form. Now, it's a question of priority and where money will be spent. Money is being spent on the Tombigbee River, the Ohio River. You make feasibility studies of a dam between Locks 4 and 5, and you know and everybody in Kentucky knows you're never going to build a dam. You're wasting money. And you make studies here, Kentucky River Tributary Studies, for 4 years. I would like to close by saying that if half of the money spent on studies was spent on keeping the the Locks 5 through 14, you'd keep them open for a hundred years.

(Applause.)

COL NACK: Jack Parkey? -- Here they all are. Jack Parkey here? -- Clarence Begley? -- E. Stanley? -- David Shearer? -- Jesse Dalton? -- Nancy Farmer?

MRS. FARMER: I'm Nancy Farmer. I am from Ravenna, Kentucky. That is in Estill County. I speak as an individual and as an individual, I'd rather be on the river, wouldn't you?

(Ms. Farmer reads parts of her statement.) See EXHIBIT No. 11.

(Applause.)

COL NACK: David Combs?

CAPTAIN COMBS: Most of my thoughts have already been covered this evening but I would like to make one comment, something that has come to my mind just by listening to your meeting. You're promising that you are going to maintain the lock and dam system; however, suspend lockage. It also looks like you're looking at the whole situation strictly through an economical point of view, which I can appreciate. If you do intend to continue spending money on the maintenance of the lock and dam structures, then it appears to me that the only revenue saved will be on the salaries of the personnel that operate Locks and Dams 5 through 14. Now, let's just throw a few figures out. I haven't been able to see any figures from the Corps so I will kind of make up my own as we go along. We're talking about 10 locks and dams. Let's say, it takes two lockkeepers to man those the 6 months that they are open. Let's say these two people make \$15,000 apiece per year. That brings us up to about \$300,000 per year. If there is 3,000 lockages between these, that's \$100 per lockage, which is considerably less than on 1 through 4 as appears in the bar graph. And I would challenge you to reply to this and tell us exactly how much money you expect to save by suspending the locking operation when you do intend to maintain the locks and dams as you have stated.

(Applause.)

COL NACK: Gene Oliver? -- Captain William F. Judd? -- David Lee Calvert? -- George Rader? -- Bill Sternberg?

MR. STERNBERG: Colonel Nack, I'm here on behalf of the Frankfort Boat Club tonight to state that the Frankfort Boat Club is unanimously opposed to the closing of any of the locks on the Kentucky River. Now, you've been to a lot of these public meetings, Colonel, and perhaps you have a better basis to compare one with another. But there are two things that struck my mind as I looked out at this crowd tonight, which has stayed pretty well considering the length of the meeting. First, the number of ladies in the audience. They're not just river men, there are river ladies. And they are a great breed. And the next thing, that flag behind you. These people in this room, those that I know and know of, are good citizens, and a large number of them have borne arms in defense of those colors. And, Colonel, we all in this room--there may have been a few little slips about the Corps--but we all in this room admire and respect the Armed Forces of the United States and that includes the Army Corps of Engineers. One of my favorite generals was an engineer and his name was Robert E. Lee.

(Reaction from audience.)

Yes sir, I'll bet you have stars and bars on your houseboat now and then. Colonel, in this material that was given me--it's all been said. There is nothing that I can say on behalf of the Frankfort Boat Club that hasn't already been said very eloquently. But in this material, it states that the National Recreational Area Special Study authorizes the Secretary of the Army, through the Chief of Engineers, to cooperate with the Department of Agriculture, etc., Commonwealth of Kentucky, with a view to establishing a

national recreation area encompassing, in whole or in part, the Kentucky River Navigation Project. In other words, you've got another study that could be going on at the same time. Recreation, of course, is the primary interest of the Frankfort Boat Club. It draws people, not only from Kentucky but from all of the adjacent states, Indiana, Ohio and Louisville and points along the Ohio River. The proposal to close these locks means to chop off the Kentucky River at Mile Marker 82 and to landlock it from there up to Mile Marker 255. That's 173 miles, 10 pools closed, 10 recreational lakes cut off. In Southern France, there is an old medieval fortress called Carcasone, and the French have a saying, "You can't die until you've seen Carcasone." The Palisades, and Mr. Earl Wallace of Shakertown touched on it, the Palisades along the Kentucky River rival anything in the world and are certainly one of the main tourist attractions of Kentucky. To cut off these Palisades for pleasure boat traffic or even the barge hands opportunity to look at them, would be unfortunate. I recall as a young lawyer, some--not too many years ago, 1946-- Judge O'Rear was speaking in defense of the Constitution of Kentucky and at that time, he closed his remarks with a paraphrase of a stanza from "Woodman Spare That Tree." And if I may, Colonel Nack, paraphrase that:

Corps of Engineers, spare our locks, close not a single gate.  
As a matter of fact, maintain them better.  
In work and play, they've served us well,  
And better still will do, if maintained.  
We defend them now, and you, you ladies and gentlemen,  
To our Congress must tell.

Thank you very much.

(Applause.)

COL NACK: Joanie Sawyer?

MS SAWYER: I'm one of those river laides and we are a special breed. I am also representing the Lexington Yacht Club, a group of people who have boats and camps and I think that has really been overlooked, the number of houses and camps all along the Kentucky River, from the beginning to the end. And the people that I know who have homes and boats on the Kentucky River have the greatest interest in the ecology of any one group of people I have ever known. I would say, as a group, they have cared more and put more of their time and energy and money in trying to keep the banks of the Kentucky River beautiful and keep it clear when many times they were not cleared by the Corps and we were unable to get our boats, our children, our skis, our fish, anything--we couldn't even get to the river because it was not cleared correctly.

I also represent a group of people who live on the upper Clifton area of the Kentucky River in Woodford County. That group of people have been there for 25 years and we have seen the ebb and flow of the Kentucky River. We've seen the floods, we've seen the low times, we seen the storms. We've loved it and we've cared for it. We've reared our children on this river and without one

single exception, the children of the people who have loved the Kentucky River have a great concern for the ecology and the beautiful countryside that we call Kentucky. So, we have reared people to love our state through exposure to the Kentucky River.

I want to also mention that my husband and I, our two children, and many other people in this room have gone down to the Palisades, Clays Ferry, and other areas to study the geology of this state and I wonder if you are aware of the fact that the geology includes--millions of years back--we have found crenoids, brackupods, those kinds of things exist on the banks of the Kentucky River. So, we have a historic, geologic, a sentimental--it is almost unthinkable to me that you would be so shortsighted as to think about closing for further study. And I even feel that we should consider getting an impartial group to study the Kentucky River Basin because I am afraid that your study will be a self-fulfilling prophesy. Thank you.

(Applause.)

COL NACK: Leslie D. Thompson? -- Samuel Jackson? -- Robert Hoffman? -- William Houston?

MR. HOUSTON: I'm William Houston from Lexington, Kentucky. I'm just a resident but I have traveled on the river many times. I have traveled on the Dixie Belle and as I travel on the Kentucky River, I have hope for the future by viewing the courage of the past. I have thoughts of the great pioneers of Kentucky that viewed the river and all its many tributaries. Daniel Boone and other great pioneers. And I think, as I travel on the Kentucky River, being a Kentuckian--I was born and raised in Louisville in 1942. And as I travel on the river, I have an understanding of my ancestors that I wouldn't have in any other part of the country, as recreational and educational experience traveling on the river. It means a great deal to me, more so than traveling on anonymous rivers. The Kentucky River has almost an emotional appeal to me and, of course, I would hate to see anything destroy the recreational facilities on the river. I would like to see more development on the river, as a way of life. I'd like to maintain my hopes for the future by seeing the Kentucky River expanded and developed instead of decline. Of course, the Kentucky will be no greater than the people who live in the State of Kentucky and the interest they take in the river. I know, as a Kentuckian, I take a great deal of interest in the river and the people that live on it and I am proud to be a Kentuckian and proud of the Kentucky River.

(Applause.)

COL NACK: Gilbert Wood? -- Abbey Wood? -- Stewart Brown? -- Lucien Cogneton? -- Gerald Courtney? -- Louis Gardner?

MR. GARDNER: I'm just a native of Lexington and a river rat for about 10-12 years. And I stand firmly behind what everybody else has said, but I would like to add something that hasn't been said. And that is the safety factor of closing down these locks and dams and not having people there year-round to



look out for boaters who may not know where they're going, may get lost. If those red lights weren't out there, there's a good chance somebody would go over. People go over every year anyway. For the last couple of years, I've been a student down in Bowling Green and we're on the Barren River there. It does have a system of locks and dams which have been closed, one of which is still standing in an inactive state, which is what I would imagine you're proposing for the Kentucky. All the time, you know there's lots of people down there, swimming, jumping off, carrying on, and it is very dangerous. In addition to that, upstream they've had to build a rift out of a bunch of rocks in order to supply water for the city due to the river silting up and inadequate levels. This has added quite a few canoeists over the years. People try to go through that. It is very unsafe. They try to go through it, people end up in the hospital, end up dead. It is just very unsafe to close down these large structures and not have them maintained. Thank you.

(Applause.)

COL NACK: Joe Mellen.

MR. MELLEN: I'm sorry, I think this may be a little superfluous now. I'm inclined to agree with Judge McClanahan that we've been had. I didn't know that they had already torn down the lockmaster's houses on 7, 8 and 9. Is that correct, sir?

COL NACK: I will answer questions after we've completed statements.

MR. MELLEN: It galls me--the Federal Government's been taking care of me for years now and everytime they do a little more for me, I lose a little more money. Now, if they get any better to me, they're going to break me.

(Mr. Mellen reads his letter to Colonel Nack.) See EXHIBIT No. 12.

In closing, I just feel sick because it looks like these guys have already done it to us. I don't think--since they've torn these houses down--I have an idea McClanahan is right. They probably have told these guys, you won't be working next year. So, I think we've been led to believe that we had a chance before we ever come up here. But, if it does any good, here's my statement.

COL NACK: John Ruhr? -- Vicent Howard? -- Ed Wolfenbarger -- John Bowen -- Frank Allen -- Kathleen Bowen. -- That's all the cards I have. Are there any other folks here that would like to make a statement?

MR. GIBSON: My name is Charles Gibson. Stan Smith and myself run a little business down at Boonesboro. We have a dock and a mobile home park. I realize everybody is giving the Corps a pretty hard lick tonight. I have some feelings about that myself. But I want you to know that I have a great amount of praise for one individual that works for the Corps. His name is Boyd Dalton. He's the Lockmaster at Lock 10.

(Applause.)

On December the 8th, 1978, it did start to rain very heavily. On December the 9th, the Kentucky River was raging. And Stanley Smith and Larry Blanton and Kenneth Neal and myself had one hell of a job trying to hold ourself together, much less what we had hanging on, you know? Well, the phone service went out due to the high water and Boyd Dalton had called me at 7 o'clock in the morning and he told me, it looks like it is going to get tough. Well, it did. And shortly after that, the phone service went completely out; we couldn't get through. And somehow, he managed to get loose from his duties and come down and let us know that we had better be dragging up because we had 13 mobile homes, three houses, and everyone of them occupied with families. Had it not been for him working diligently, going beyond his call of duty, to sit up there on his can, he didn't have to. He come down there. He got the people out. He let us know to get them out. And that fellow has got the admiration of me and my partner and all my friends and I know that he is one of the most polite lockmasters on the Kentucky River. And if anybody wants to gripe at him, my phone number is 527-3800. And they can get it on anytime they want to. And I'm for Boyd Dalton. That's it.

(Applause.)

COL NACK: Any other statements? Okay, the way we normally run these meetings is we let everybody make their statement and then we answer questions. I'm going to change that just a little bit tonight in that I am going to try to answer some of the questions and clarify some of the issues that were presented by the participants in the meeting. Then, we'll open the meeting to questions.

I made a statement at the beginning of the meeting that this one was different in that so many elected officials were here and I have never been to a meeting that had such a high percentage of elected officials. I think that is very good, as I told you earlier. The other thing is that I have never been to a public meeting where I didn't hear at least some of both sides of the story from the participants. In other words, I got a loud clear message this evening. Everyone who came to this meeting is against the proposed action and that is not to be unexpected because the people that are here are the people that love the river, that use the river and that make their living on the river and by the river. I don't know what the final answer to this issue is going to be. It is bigger than I am, but I know that we did get many new insights into the situation in the some 200 letters that we received from you folks and also from the statements and testimony that was given here tonight.

I want to hit very briefly on just a few things. In some cases, direct answers to questions and in other cases, give you what the Corps of Engineers view is on certain issues that I felt were not addressed too fairly. A lot of the things that were said tonight, most of them, I have to agree with. But there are many of them that I will take violent exception to. I know that they were not factual statements. I believe the people that said them believed them but I don't think that they were true.

Okay, first, what about all these houses that are being torn down? There is a

very good reason for that. For many, many years, the lockmasters, not only on the Kentucky River but our other rivers, had the privilege of living in these houses for a very low rental. In fact, they were required to live in them as part of their job. Someone mentioned earlier this evening about litigation that the Corps lost and we had to pay--I can't remember the number, it was before I arrived here--a million dollars or so in back pay because people were required to live in these houses. We can no longer require them to live in the houses. We are required to charge a fair rental value for that particular house. Very few of our lockmasters and lock personnel want to live in the houses. They want to buy a house because most of you here know that if you rent, you lose. If you buy, your investment increases. So, where we do not have people that want to live in the houses, we have no choice but to let them move in a house that they want to live in. And when the houses are not occupied, we tear them down; there is no sense in maintaining them. In the long run, we are saving the taxpayer dollars. We've tried to sell some of these houses and we have not had success. We've had a hard time getting rid of them. That is part of the story on houses.

About what all these studies cost. That's one of my favorite complaints, too, about how my organization always spends so much effort on study. We do spend a lot of effort on study. We probably study ten things for every one thing we do. And that's good, because if we did all these things that didn't need to be done, that would be bad. We'd be spending a lot more money than we do. I'd like to say that all the studies on the Kentucky River wouldn't pay for the operations of the system for one year. So, you have to keep things in perspective. The average cost per craft for locking at 5 through 14 last year--and again, it is a factor of how many boats go through. If ten times as many go through, it would only cost a tenth as much. But suppose ten times as many went through as went through last year, it would still cost \$80 everytime one of those craft went through. That's a transfer payment. And if that is what Congress wants for the people, that is what we should have. But the Kentucky River system, if it should be continued, it should be continued as a cultural resource, I would think, and not as a navigation system. I'm not saying that it shouldn't be continued but the authorization is as a navigation system and there is no commercial tonnage going through. I recognize the difference and that letter woke me up, on the Dixie Belle. That was a revelation to me, but if you look at the tonnage, there is no tonnage. We have to consider recreational use, Dixie Belle, and so forth. And all of these things are being considered.

Dredging and water depths. The kind of dredging that is done on this river has very little relation to the water depth except in spots. Traditionally, whenever the Kentucky River has been dredged, the material is discharged back into the water in another spot. So, what you do is you take a shallow place out and you move that material somewhere else. You move a bar out of the way. That's the way it's been done. So this business about water storage and dredging, that, to me, holds no water. Now, if you're talking about if we don't do the dredging and not having a channel to get through with your boat, that is another story. But traditionally, what happens with that river is you have the floods during the flood season and it washes this material out. It

silts in one place and another but the stream is more or less flushed out every year and what we do is go in and dredge and move the material that is in the way of navigation/operation of the locks. So, the river will not fill up, in our professional opinion, if you stop the navigation there.

Now, the meeting tonight was about suspending locking on the river. There are a lot of other things that we are doing on the river. We didn't talk about them tonight. They were mentioned very briefly in our orientation, but we are looking at navigation. There will never be commercial navigation on that river with the antiquated system that is out there. We have museum pieces for locks and dams. Barges, tows and towboats that are competitive with the railroads and competitive with trucks, will not fit. The river is long and winding. Now, perhaps a system could be put out there that would be competitive. That is one of the things in this study that we are looking at. We're looking at five things. We're looking at navigation, water supply, flood control, recreation, and hydropower. But the existing system with respect to commercial navigation, and I'm talking about tows, not recreational commercial navigation, it is just not feasible. If it were, there would be boats out there using it. It's a dollars and cents thing.

The other purposes I said we didn't dwell on. We're talking tonight, not about closing the system, but about suspending operations out there now. Now, closing prior to the completion of the Kentucky River Study being completed does not close out these other options that are ongoing in the study. What it does do, absolutely, it cuts out for now, and possibly forever, recreation between the pools unless some other type of system were recommended by this study, or whether the study said to continue to operate the existing system as a cultural resource. Maybe that is what should be done.

Flood control. This wasn't touched upon by many people but I think there is still some misconceptions. Those locks and dams have no impact on flood control. They are navigational structures.

Water supply is probably the most important issue that was discussed tonight. We have done a lot of work up in this valley on water supply and it is very critical. If we had another drought, or when we have another drought such as the one we had in the 30's, there will not be enough water up here for the population and the industry that is here. We won't have it whether or not the Kentucky River pools are there. But we can't even get along now from day to day without those pools, and without them, it is a disaster. We are fully aware of that. We have discussed it and should it be approved, should it be done--that is the suspension of navigation on the river--those pools have got to be maintained, and that is recognized. They've got to be maintained by someone. The question again is, who is that someone.

(Someone from audience asks question.)

That is an interesting question, sir. Our authority from Congress does not include water supply. Now, this is really important. If there is a system where navigation is authorized and water supply is a side benefit, then there

is no problem. But for us to maintain structures for water supply is not within the authority that we have, which is navigation. Now, we are going to take care of those locks and dams out there and what we need to do, as I see it, as part of this total issue--and it is going to be in my recommendation that goes forward--one way or the other, we need to look at the water supply issue and who is going to take care of it. As the law of the land is today, that is a local responsibility. Now should it be a local responsibility or should it not be one? It is one that gives me concern and it is one that we are addressing in our study of this issue in our report that is going forward, the first one that is going forward this fall.

I've got a half page more of things here. I'm not going to talk about them unless some of you bring them up and want to talk about them. I think that there is no question about it. Those of you who stayed this long are really concerned. I certainly would be. I am. I don't live up here but I am concerned because we are responsible for this particular situation from the Federal Government side and we want to do our best to see to it that whatever we come up with is the right recommendation.

Yes sir? Would you mind coming up here, sir, so that we can put it in the record? We want to take all this information back so that we can look at it and forward it to the people that are going to be making the final decision. As I said, that won't be me. We will be making a recommendation from here. If you would give your name and all that so that we can record it, I would sure appreciate it.

MR. SMITH: Yes, my name is Stan Smith and I am a partner of Charlie Gibson's, down the river. The question I have that I can't quite understand is--and I may be wrong, I don't know all the answers--but all river traffic like on the Mississippi or any of the rivers that are controlled by the Corps or the Army or whoever it is, there is no tonnage dollars paid when a barge goes through there or when one of these big ones goes through on the Ohio River, he don't pay a fee, right?

COL NACK: Traditionally, there was never a fee for this. However, two years ago, the Congress developed a user's tax and now the commercial users do pay a tax. They don't pay a toll. They pay a fuel tax which is a so-called user's fee. But there is no such thing as a toll as you go through the facility.

MR. SMITH: The reason I asked that question is because just on this particular river that we're talking about, if it was not feasible to keep Locks 5 through 14 open, why would it be feasible to keep 1 through 4 open? Why not close them all down? What would be the point in keeping 1 through 4 open so one commercial enterprise could operate that is not paying a fee, because it obviously has--a lot of statements are made that 50 percent or 47 percent or 45 percent of the traffic is down there. Why should us taxpayers then, if we're not going to get any benefit out of it, why should somebody else?

COL NACK: Okay, I'll try to see if I can get an answer that is suitable. The authority that the Corps of Engineers has from Congress for the construction

of navigation facilities is to provide a means of moving commercial cargo which helps all of us because we use it and we live by it. Okay, when we build these, we have to do a cost-benefit-ratio and it has to come out substantially on the plus side or we don't build it because we are spending more dollars than we are getting back. Now if you look at the cost per ton mile--when you're on the Kentucky River, I think it is something like \$57 per ton mile is the figure I saw the other day and it is like nine-tenths of a cent per ton mile for the Ohio River. We move these big tows 1200 feet long and 105 feet wide with one towboat up the river and it is very inexpensive. When we come through this river with them,--I'm talking about 1 to 4 now, not the rest of them--we come through this one, the cost-benefit-ratio is not favorable for those other four, but it is not as bad. It's about .5 or something like that. So, if you want to look at a pure cost-benefit-ratio and you weren't going to do it unless you had a favorable one, you would have to cut that out.

MR. SMITH: But you understand what I'm asking, don't you? I mean, in other words, if there is not a benefit dollar wise or tax wise to anybody, if it cost any money, then why does--everything thing is priorities, I realize that, but why do you take one priority over another?

COL NACK: Why do we continue to do 1 through 4 is your question. Well, the word I got from Washington is that that isn't the thing to do, to keep 1 to 4 open. I thought it was, personally. I said we should leave 1 to 4 open because it goes to the State Capital and it goes to a center of population. It does have some commercial navigation on it. The other part has no commercial navigation on it. So what I did, I struck a line and said that is far enough to look. Let's don't look at that, let's look at the stuff that has no commercial navigation and that was my decision. Now, I won't be the one that decides what to do I've said, but in looking at the study, I carried in that direction and I thought that that was the right thing to do. Whether it was or not, I don't know.

MR. SMITH: Now you're saying it is the ratio of how many tons commercially is going through, but still the point I'm asking is, if nobody is paying a fee, then if you are going to close 5 through 14 because nobody has any benefit out of it, cargo tonnage benefit out of it, then why benefit the one man to haul sand down there? Of course, I'm in the construction business and my cost of sand is going to go to \$17 a ton instead of \$15, see?

COL NACK: That's what I heard somebody say to me the other day. In fact, some high school children were down interviewing me. They're writing a newspaper article that is going to be in the paper Sunday. They couldn't find anybody to speak in favor of this proposal, so they came to see me.

(Laughter.)

That's what they told me. So, I talked to them.

MR. SMITH: That was the only thing, you know, I was just interested in how

these things come about, you know. Where the priority comes. Then if you go this priority to the priority of 4 to 1. the Ohio River versus the Mississippi River, and so on and so forth.

COL NACK: There is no question about the Ohio and the Mississippi. They are cost effective. Lets limit it to the Kentucky. It's not cost effective.

MR. SMITH: None of it is.

COL NACK: Oh, I disagree with you. Lets go back to what I started to tell you and got carried away. These kids came to see me and they said, well, what we're doing is subsidizing this guy who is running a barge and taking sand up to Frankfort. And I said, well, you're helping him a little bit, but who you are really helping are all the people up there who are using the sand because they are getting it a hell of a lot cheaper. They're the people that are getting the biggest subsidy and the biggest benefit. That man that is making a few bucks bringing it up there is getting, I would say--and I haven't done an economic analysis--but I would say he is getting by far the lesser of the subsidies, if you really look at it all, I think.

MR. JACKSON: Colonel Nack, my name is Sam Jackson and I live on a houseboat at Clays Ferry which is too large for me to move on land and if the locks are closed, that's going to mean that I do have to relocate. I'd like to know what date--if the Corps of Engineers could tell me definitely as to when I have to vacate.

COL NACK: That is going to have to be a responsibility that we have, but I can't give you an answer on when the decision is going to be made at this time. I understand what you're saying to me and I'm going to have to see to it that you people get notification that you need in the event that it is going to be closed.

MR. CROSS: Colonel, Jim Cross, owner of the Dixie Belle. Based on your experience in the past and the testimony that you have heard here tonight and the letters that you have received, would you venture to tell us what you think the decision might be?

COL NACK: I'm really confused. I don't know. I really don't. It's a different kind of an issue and I am very interested in us getting our thoughts together and seeing where we end up. It's going to be hard. It's not going to be easy.

MR. CROSS: The gist of what was said here tonight, from the strong politicians down to the small businessman or citizen, seemed to be, why do you have to make this decision this quickly since you are doing the study? Why can't this be put off until 1984? I was nervous when I talked before. I do want you to know and I feel most people here feel this way--we have a great deal of respect for the Corps of Engineers. When we receive a notice that tells us that we may in 60 or 90 days have a drastic decision like this dropped on us, it causes us to be very emotional. You, I know have had people

say to you, there are other ways to keep the locks open without full time operation, and what consideration has been given to this?

COL NACK: Okay, you gave us some recommendations on that in your letter. I remember reading it a month or so ago when we first got it. There are some other recommendations. I don't know how feasible they are because if you are looking purely at the economic side--in other words, I don't know if there is enough difference between the type proposal you gave and in keeping them open all of the time as they now are, on the schedule they are on now. This decision is not going to be made at a low level. I have been directed to provide a report this fall that will be adequate to send to Congress. So, the decision is not going to be made by some relatively low level bureaucrat.

MR. POWELL: Yes, I have two questions. Dave Powell, Lexington. One is when the Red River Dam was being considered, it was reported that the main reason it was dropped was because of the opposition of the Governor. How much weight does John Y. Brown carry?

COL NACK: What kind of a question is that? Is that a fair question?

MR. POWELL: Essentially the same question that Jim asked, I think, in a different way. It all boils down to what is the likelihood?

COL NACK: The opinions of the local politicians and officials are always very important, be they state senator or representative or governor. They are very important. That is what makes our country function.

MR. POWELL: There is a nice general answer.

COL NACK: Is that not true? I can't tell you up here what the decision is going to be. I don't know. The first thing I've got to do with my people here is figure out what our recommendation is. That we will be doing in July and August.

MR. POWELL: Well, your name was on the Public Notice. -- Another question is, what is the likelihood also of the big dam below 5?

COL NACK: I'll let Mr. Jenkins speak to that. I think it is probably too early to say.

MR. JENKINS: The big dam below 5 is the one I believe that the city engineer, city manager from Frankfort, has proposed principally to protect Frankfort from flooding. We are in the process of evaluating that. What you're asking for is a prejudgment on the outcome of the study and it is very difficult to tell. In my view, a flood control only dam will not fly economically. But if you put in hydroelectric power, possibly a navigation lock which could replace something like 4 or 5 of the existing locks, when you weight all these factors, it is possible that a project could become economical. Whether it would be built or not, certainly water resources in general, and reservoirs specifically, have not been very popular in recent years. So, there would be



significant environmental and socio-political issues that would have to be addressed. So, I wouldn't speculate on the outcome of this.

COL NACK: This was a very orderly meeting here tonight. Very calm, even though it was an emotional topic. Very calm. If we were having a public meeting for that dam, there would have been a small revolution. So, put that in your pipe and smoke it when you want to know whether it will happen.

MR. POWELL: Well, so far as it replacing four locks, it couldn't replace four, because then it would back up against Dix Dam. So, the proposal as I have seen it read, and I don't know the source of it except that it was printed in the Nicholasville paper, was that it would inundate 5 and 6 and the dam at 7 would have to be removed because the pools would have to be at the same level.

MR. JENKINS: There are various levels being considered. It's possible to back it clear up to 10, I believe. But you're right, it would put water against the Dix Dam tailwater and reduce the power potential there. No question about it.

MR. BLANTON: My name is Larry Blanton, and I'm just a small boater. But you was talking about the fuel usage tax on the Ohio. Why not equal out the whole tax on all the waterways?

COL NACK: Well, you know, I'm not supposed to talk about things like that. That is really none of my business. That is a political decision. Personally, I wondered why it wasn't made that way when it was made. I mean, people that drive automobiles have to pay tax like truckers do, so why didn't they do they same thing when they came up with a user's tax? I don't know.

MR. BLANTON: Well, truckers they've got to pay the fuel tax whether they drive on a big road or a little road, and what's the difference on the river as long as it is navigable?

COL NACK: Well, I see nothing wrong with the pleasure boater paying that tax myself, but that is a political issue.

MR. MATHEWS: Colonel, could I add to that? The user's tax on fuel is not river sensitive. It doesn't matter where you use the gas, it's directly on the fuel. So, it is not sensitive to the waterway being used. I am not sure what impression you got earlier.

MR. BLANTON: Well, what about using the tax money to operate the locks, is what I was getting at. The tax money that comes off of this fuel off the Ohio and stuff.

MR. MATHEWS: Okay, now I can quickly get in over my head here. I do think that there is some kind of move right now afoot to some way get those tax dollars that are being generated by fuel tax slotted for specific waterway improvements. But, as I say, I can get in over my head real fast there.

COL NACK: The fuel tax that we are talking about here is levied only against the commercial operator. It is not levied against the pleasure boat operator.

MR. BLANTON: Well, just because I'm a pleasure boater, I just stated that. But what they use on the Ohio, why not take part of that money and instead of, say it takes a nickel tax on the Ohio to run, and it takes you, what was you saying 50 cents or something to come up the Kentucky four locks. How about kind of spread that over all of it and maintain them all?

COL NACK: Well, we're getting into a very complex area now. First of all, let me give a little recap. Traditionally there was not a user's tax for the waterways of the United States. It was free for everybody. Then they started building navigational facilities many, many years ago in the early 1800's. Okay, they were free to use whether you were a commercial boat operator or whether you were a pleasure boat operator. Well, people started to get concerned and there was a lot of lobbying over the last 10 years and about 2 years ago, Congress passed a new law which said that commercial boat operators would have to pay a user's tax which would partially pay for the maintenance and operation and construction of these navigational facilities. So, these commercial guys are now paying that tax. They are not really paying it; you're paying it because you use the stuff they haul. That tax doesn't pay for all of it. We're not addressing the questions of where the money should come from. The question we're addressing here, is it economically feasible to have a navigation system on the Kentucky River that is not used for commercial navigation? Now maybe we should or maybe we shouldn't, but the authorization that we have from Congress says that it is for commercial navigation. Am I talking in circles so that no one is understanding? -- Okay, well the question of whether it is right or wrong, I can't say, and I can't change it.

(Voice from the audience.)

COL NACK: Hey, tell your Congressman that. I can't tell them that. It's a political issue. Let's go one at a time here.

MR. BLANTON: Well, I'll finish with saying the ones that need to make the decision ought to come down and take a ride on the river.

COL NACK: It's a pretty river, I know. -- Over here, we have a lady in green.

MRS. LYONS BROWN: Colonel Nack, I'm Mrs. Lyons Brown from the Nature Conservancy and my question is in regard to studies about which so many derogatory remarks were made. I do believe in studies and I am not referring to the Kentucky River and Tributary Study of 1984, but one to which some testimony was made tonight to do with the Kentucky River Basin Study of Recreation. Is that one that is going forward; is it one that is being contemplated?

MR. JENKINS: Mrs. Brown, I'm not sure which study you're talking about. You

may be talking about the Kentucky River National Recreation Area Study which was mentioned tonight. Is that correct?

MRS. BROWN: That is the one that was mentioned tonight.

MR. JENKINS: Yes, we have suggested that that study be funded as a part of and incorporated with the Kentucky River and Tributaries Study. That has not come about yet. The Old Kentucky River NRA Study has been authorized now since about 1970, something like that, but it has never been funded. We've never initiated that study but we felt that since the Kentucky River and Trib Study was going to be refunded and be underway, it would be natural and appropriate to incorporate the NRA with it, but we haven't been successful in accomplishing that yet.

MRS. BROWN: Would it be appropriate for interested citizens to write to their Congressmen to urge that that be done, that that study be incorporated with the River and Tributaries Study?

MR. JENKINS: Mrs. Brown, let me speak personally. As far as I am concerned, it is always appropriate for citizens to let their elected representatives know what their views are on any subject.

MRS. MCDANIEL: Colonel Nack, I've enjoyed this tonight very much. I am Marilyn McDaniel, or I was going to say Marilyn (River Rat) McDaniel for 20 years now. I've lived between Locks 4 and 5 now 20 years, except when the river ran me out a few times. I miss seeing the barges go by because I've raised these children and two others waving at them. So, we do miss those. What I would like to recommend is that since our Government is proposing this and our Government is for the people and by the people, that we are having an election this November of our President and representatives and so forth. Maybe we could put this up for vote and let the taxpayers decide what they want.

COL NACK: Okay, now I agree with you. Let me say a few words on that. That is one of the things that makes this issue so interesting. It's a very small thing in dollars nationwide. We're only talking between \$1 and \$2 million a year, which isn't much. I sure wish I could get 10 percent of it. It isn't much. The people that were here tonight were very concerned because this action impacts on them a great amount. That's why they're here. The other 230 million people we have in the country, they weren't here tonight. Each one of them would save a half a cent, less than a penny, if this \$2 million weren't spent. And that is the way it is on so many issues and that is why we have the kind of Government we have, with representatives, Congress and Senators, people that get to the grass roots. But if you look at it economically, it doesn't make sense to continue to run those locks. But you've got to look at more things than economics. You're got to look at the cultural aspects and many other things that go in with it. The only way you're able to do these things in a country such as ours is because you have the means you have of getting there. So, you've got one group of people and I'll bet there's a bunch of them sitting in here. You're mostly a bunch of conservatives, I can tell. You all are raising hell about the budget being

too high and you're wanting to cut it down and you're wanting those politicians to spend less--bureaucrats to spend less money on studies and do a lot of other things less than they're doing. But, you want what you want. We've got all of these special interest groups all over our country. Our President says he's running on a balanced budget, whatever that means, and he's got to cut money out. But this group wants \$600 million and that one want a billion, and this one want \$2 million. So, it's a tug of war, and it always will be. And you all are right in the middle of it. I am too.

MR. COMBS: My name is David Combs. Your meeting has been very informative tonight, speaking personally. One thing that I would like for you to clarify for me. You keep speaking about your authorization from the Congress. What it's really boiling down to--you get so much money from the Government and you have a set of guidelines as to how you spend this money. Can it boil right down to the fact that you will not be allowed to spend this money on the Kentucky River because it no longer falls under your authorization or will it be, you know, is there some room to kind of manipulate this a little bit?

COL NACK: I'm going to say a few words and if they don't satisfy you, I'll let Mr. Jenkins talk awhile. Every pie is so big. I think everybody in this room has heard of zero-base budget and establishment of priorities. Well, what happened when we went through the drill this year, the Kentucky River upper reaches were not funded. Why weren't they funded; why weren't they included in the program? There was "X" hundreds of millions of dollars for operation and maintenance. The people in Washington sat there looking at all of these different things that have to be done this year and somewhere you have to draw a line.

What we have to do in places out in the field like Louisville District is put priorities on everything we have to do. What is the most important? What yields the most per dollar spent. Okay, when this package got up there and got integrated with all of these other packages that come up, a bunch of packages were below that line. There wasn't enough money to fund them. So, the Kentucky River was one under. Now, how do you get it on top? We have to get the priority changed and that can be done a number of ways. It can be done with supplemental appropriations. It can be done by the agency changing its priorities. It can be done--well, that's changing priorities to, by changing around deciding not to do something else and do this. It's a matter of priorities, like when you get your paycheck every month or every week. Whenever you get it, you decide what you can do and what you can't. I sure do. Sometimes when your wife or your kid hollers a little louder, they might get what they want.

MR. JENKINS: Excuse me, Mr. Combs. I understood you were asking perhaps about an authority question. We've been using the term. Let me see if I can elaborate on what's been said on that issue tonight. The locks and dams out there were built for the purpose of commercial navigation. Now, there are two things that a public agency like ourselves have to have in order to do something. First of all, we must have authority. In other words, the Congress of the United States must pass a public law allowing us or directing

us to do whatever it is to be done. The other thing we have to have is an appropriation, the money to do it with. If we have those two things, we can do anything the Congress directs us to do. They have directed--not us, it was built in 1800--to build these locks and dams for navigation. They have not directed us to build them or to operate and maintain them for water supply. As a matter of fact, the contrary is the case. The Water Supply Act of 1958 sets the policy of the United States Congress to the effect that water supply will not be provided the American people at Federal or public cost. It has to be a private or non-Federal cost. Therefore, we do not have the legal authority, there is no public law that allows us to spend one dollar out there on those locks operation, maintenance, or major replacement or anything else in the interest of water supply. Now, we know that people have been using those pools for water supply for many years. That's what we call an incidental or spinoff benefit. They are out there for navigation. They are serving the needs for water supply. So long as we can keep them there for navigation, they will be available for water supply but we can't make expenditures explicitly for water supply.

MR. COMBS: Is there another agency that this could come under? You mentioned making it a cultural area. What agency would that come under?

MR. JENKINS: Well, the Heritages, Conservation, Recreation Service of the Department of Interior is the agency of the Federal Government that is principally concerned with cultural resources. However, I know of no specific or similar program of that magnitude that they administer. It could possibly come under the National Park Service. The idea there is that we would maintain that system in the interest of historical, cultural preservation, and recreation perhaps, which fits in with what Mrs. Brown was talking about, the National Recreation Area Study. That study was done and appropriate authority would derive from that study, that is a law from the Congress that might result from a study. Then perhaps, we could be involved. We are involved--our Nashville District is involved in the Big South Fork National Recreation Area Study, the Big South Fork of Cumberland River.

MR. COMBS: When you say we, that is the Corps of Engineers? -- Thank you.

MR. CROSS: Jim Cross, Kentucky River Excursions. The thing I don't understand, Colonel, is--I understand the budgetary process and I understand how you only have so many dollars to cut up the pie--but if you are involved in a 3 to 4 year study about the Kentucky River Basin, why you would choose to make a decision to cut the river off at this point. What I'm trying to say is, every study that I have ever seen the Corps--the publicity the Corps has put out when they're trying to build a dam, they also include within the cost-benefit-ratio, recreational benefits, tourism benefits, and so on. Yet everything that you said in your publications regarding closing the locks and dams at this time for an interim period, did not seem to take into consideration any of these other cost-ratio benefits. As I mentioned in my earlier statement, no one has contacted anybody on the upper river that I know of to find out how this will affect us.

MR. JENKINS: Mr. Cross, you are correct. We have not totaled up the water supply, recreation benefits and so on, to justify keeping the system open, and we couldn't. Those purposes are not authorized purposes. Now, in the overall Kentucky River Study that we are talking about that we mentioned would be completed in 1984, it is precisely those kind of concerns that will be addressed, will be evaluated, quantified and included. With regard to why it is we elect to propose closing or ceasing lockages of these locks right now, you know the objective or the driving force there is to save some money. You don't really usurp any of your options you see.

COL NACK: Let me add on. Neal went the opposite way I was hoping he was going to do it. First of all, let's take--I knew he was going to say something different than he did. Let's look at Nolin Lake--did I pick the right one?--I'll pick Patoka, one that I am sure about. Okay, take Barren. Barren has got water supply in it, and that is one of the benefits. However, it was authorized in that manner and the Federal Government did not pay for the water supply. It was paid for by local interests. That answers that part of your question. The recreation was included in it because it was authorized. These things were not authorized in the Kentucky River Authorizations because people didn't have puttputts to recreate in back then, I guess. I don't know. However, the study we're doing now is taking into consideration the five functional areas that we have talked about two or three times. If anything is done as a result of this study, and it won't be unless it proves to have a positive cost-benefit-ratio, then Congress has to authorize the project for whatever it is it is going to be. For example, they could authorize a project in the Kentucky River Basin, if it were feasible, that would have all five of those functional areas in it and you could get benefits on all of them.

Now, the thing that has given me great trouble here tonight is listening to everybody, and I don't think that there was one that feels differently, and I would be saying the same thing if I was interested in keeping the river open. But, as far as it being logical, I can't agree, and that is the statements that I have heard that it doesn't make sense to suspend locking operations on the river at this time when your study may come out and say, we need commercial navigation on this thing. Well, if you need commercial navigation, the locks that we have today aren't going to do it because they won't handle the type tows that have to go through it.

MR. CROSS: I don't disagree with you and I think we understand each other, but in the meantime if you close the locks and dams, it seems that this decision does not take into effect these five areas you're talking about. You have effectively this year kept my company and Shakertown from starting another boat on the Kentucky River, another benefit to the river. We have canceled those plans until we know what you are going to do. We have to decide whether we're even going to leave the Dixie Belle in the upper river and it just seems premature to me when you admit that you haven't studied these other benefits. I realize you're saying you're not authorized to study those before you make the lock and dam decision. How much money are you saving if you close the locks?

COL NACK: By suspending the locking, it would be, by our estimates and it's something that you can't put an exact figure on because you spend a different amount from year to year depending upon what major maintenance you have to do. We figure somewhere between a million and about 1.7 million dollars a year. Awhile ago I was talking about a million or two a year. It isn't a big package of money. It's about 1-1/2 percent of what my office does a year. It's significant to us. More significant to you because you're out there living there. I know where you're coming from.

MR. CROSS: I hope you'll consider that very strongly. You talk about 1.7 million and I believe in the Boonesboro pool, which is a small part of the area you're talking about, that we can come up with a cost-benefit-ratio, using the other criteria, of close to a million dollars. Now, we'll be glad to help you on that if you need any help. Or if you will give me somewhere to work from, I'll work on getting something like that together.

MR. JENKINS: Mr. Cross, there is no doubt in my mind that if we used water supply benefits and recreation benefits and navigation benefits, such as they are, recreation navigation, that we would show a favorable benefit-cost-ratio in just comparing the annual O&M cost. No question about that.

COL NACK: Any more questions? -- Well, I think that just about does it. There's not many left but I want to say that we did appreciate all the information that you have given us tonight and your patience in staying here. I want to remind you again that if you have anything that comes to mind, you have until the 26th of July to provide it to us and it will be given equal consideration to anything that was said here tonight.

So, that concludes our meeting and thank you very much.

## KENTUCKY RIVER SLIDE PRESENTATION

### SLIDE 1 - CORPS ENSIGNIA

### SLIDE 2 - COE MISSIONS

SHOWN HERE ARE THE VARIOUS MISSIONS OF THE CIVIL WORKS FUNCTION OF THE CORPS OF ENGINEERS. TONIGHT OUR PRIMARY CONCERN WILL BE RELATED TO NAVIGATION.

### SLIDE 3 - DISTRICT NAVIGATION SYSTEM

WITHIN THE DISTRICT THERE ARE NAVIGATIONAL SYSTEMS ON THREE RIVERS; THE OHIO, GREEN, AND KENTUCKY. TONIGHT WE WILL FOCUS ON THE KENTUCKY RIVER NAVIGATION SYSTEM.

### SLIDE 4 - PROPOSED ACTION

THE CORPS IS CONSIDERING THE DISCONTINUATION OF LOCKING OPERATIONS AT LOCKS 5-14 ON THE KENTUCKY RIVER BY 1 NOVEMBER 1980. THIS WOULD BE AN INTERIM ACTION TO BE TAKEN UNTIL THE PERMANENT DISPOSITION OF THESE STRUCTURES IS DETERMINED. THE RECOMMENDATION FOR THE PERMANENT DISPOSITION IS EXPECTED TO BE INCLUDED IN THE KENTUCKY RIVER AND TRIBUTARIES STUDY WHICH IS CURRENTLY BEING CONDUCTED BY THE DISTRICT. THAT STUDY SHOULD BE COMPLETED IN MID 1984.

AS THE PRESENT OPERATING SCHEDULE CALLS FOR CLOSING OF LOCKS 5-14 FROM NOVEMBER THROUGH APRIL, THIS INTERIM ACTION WOULD BE IMPLEMENTED BY NOT REOPENING THE LOCKS IN MAY 1981.

### SLIDE 5 - PURPOSE OF MEETING

THE PURPOSE OF THE MEETING TONIGHT IS TO OBTAIN PUBLIC COMMENT ON THE CONSIDERED CLOSING OF THESE STRUCTURES. THE INFORMATION OBTAINED AT THIS MEETING WILL BECOME PART OF THE PUBLIC RECORD AND WILL BE CONSIDERED WHEN DEVELOPING THE ASSESSMENT AND REPORT WHICH WILL CONTAIN THE DISTRICT ENGINEER'S RECOMMENDATIONS CONCERNING THE INTERIM CLOSURE OF LOCKS 5-14.



SLIDE 6 - KENTUCKY RIVER HISTORY

TO PROVIDE YOU WITH SOME BACKGROUND, I WILL BRIEFLY DESCRIBE THE HISTORY OF THE KENTUCKY RIVER NAVIGATION SYSTEM. EARLY INTEREST IN IMPROVING THE RIVER WAS DEMONSTRATED BY NUMEROUS SURVEYS BY PRIVATE INTERESTS, THE COMMONWEALTH, AND THE FEDERAL GOVERNMENT. ONE PROPOSAL WAS TO BUILD LOCKS AND DAMS ON THE KENTUCKY RIVER AND THEN A CANAL THROUGH THE CUMBERLAND GAP TO THE TENNESSEE RIVER WITH AN OUTLET TO THE ATLANTIC.

THE CANAL PROJECT WAS NEVER SERIOUSLY CONSIDERED, BUT SUPPORT FOR SLACKWATER NAVIGATION ON THE KENTUCKY WAS STRONG. AFTER PRESIDENT JACKSON VETOED A BILL WHICH WOULD HAVE FUNDED FEDERAL WORK ON THE KENTUCKY, THE COMMONWEALTH AUTHORIZED CONSTRUCTION WITH ITS OWN FUNDS IN 1835. CONSTRUCTION BEGAN IN 1836 AND LOCKS 1 THROUGH 5 WERE OPENED OFFICIALLY IN 1842. ALTHOUGH ADDITIONAL LOCKS WERE ORIGINALLY PLANNED, THEY WERE NOT CONSTRUCTED DUE TO LACK OF FUNDS.

THE KENTUCKY RIVER PROJECT WAS NEVER A PROFITABLE INVESTMENT FOR THE STATE, BUT THE PROJECT DID STIMULATE DEVELOPMENT OF THE KENTUCKY RIVER BASIN.

DURING THE CIVIL WAR, MAINTENANCE OF THE PROJECT WAS NEGLECTED. THE STATE LEGISLATURE WAS NOT WILLING TO APPROPRIATE THE FUNDS NECESSARY TO REPAIR THE STRUCTURES, AND IN 1865 THE PROJECT WAS TRANSFERRED TO THE KENTUCKY RIVER NAVIGATION COMPANY, A PUBLIC CORPORATION FINANCED BY BONDS. A COURT LATER DECLARED THEIR BONDS ILLEGAL, THE COMPANY LEASE ON THE PROJECT WAS NULLIFIED AND OPERATION OF THE PROJECT CEASED IN 1873.

CONGRESS AUTHORIZED A FEDERAL STUDY OF THE PROJECT IN 1878 AND AUTHORIZED AND FUNDED THE PROJECT IN 1879. KENTUCKY TRANSFERRED JURISDICTION OVER THE OLD PROJECT TO THE UNITED STATES ON MARCH 22, 1880.

THE CORPS REPAIRED AND REBUILT LOCKS 1-5 AND THE RIVER WAS REOPENED TO NAVIGATION UP TO FRANKFORT IN MARCH 1881.

THE REMAINING NINE LOCKS AND DAMS WERE CONSTRUCTED OVER A 30 YEAR PERIOD. LOCK 14, THE LAST STRUCTURE, WAS COMPLETED IN 1917.

#### SLIDE 7 - PLAN AND PROFILE

THE UPPER SECTION OF THE SLIDE IS A PLAN VIEW OF THE KENTUCKY RIVER WHICH SHOWS THE LOCATION OF THE 14 LOCKS AND DAMS THAT HAVE BEEN BUILT ALONG THE 255 MILES OF THE RIVER. THE RIVER IS FORMED BY THE JUNCTION OF ITS NORTH AND MIDDLE FORKS EAST OF BEATTYVILLE AND FLOWS NORTHWESTERLY TO JOIN THE OHIO RIVER AT CARROLLTON.

THE LOWER SECTION OF THE SLIDE IS A PROFILE OF THE RIVER WHICH ILLUSTRATE THE STAIRSTEP EFFECT CREATED BY THE LOCK SYSTEM. THE FOURTEEN LIFTS PROVIDED BY THE STRUCTURES RAISE THE RIVER A TOTAL OF ALMOST 216 FEET FROM ITS MOUTH TO THE POOL OF LOCK AND DAM 14.

#### SLIDE 8 - LOCK AND DAM 5

THIS IS AN AERIAL VIEW OF LOCK AND DAM 5 WHICH IS TYPICAL OF THE CONSTRUCTION OF LOCKS AND DAMS 1-5. THE DAM IS CONSTRUCTED OF ROCK FILLED TIMBER CRIBS WHICH HAVE BEEN CAPPED WITH CONCRETE. THE LOCKS ARE LIMESTONE MASONRY. LOCK CHAMBER DIMENSIONS ARE 38 FEET WIDE, 145 FEET LONG AND PROVIDE AN AVERAGE LIFT OF 15 FEET.

#### SLIDE 9 - LOCK AND DAM 7

LOCK AND DAM 7 IS OF THE SAME TIMBER-CRIB AND MASONRY CONSTRUCTION AS LOCK AND DAM 5; HOWEVER, IT HAS A LARGER LOCK CHAMBER WHICH IS 52 FEET WIDE BY 147 FEET LONG. ON THE RIGHT SIDE OF THE SLIDE IS A RUN-OF-RIVER HYDROGENERATING PLANT COMPLETED IN 1928. THIS PLANT, WHICH IS OWNED BY KENTUCKY UTILITIES COMPANY, HAS THREE UNITS WITH A TOTAL MAXIMUM CAPACITY OF 2.1 MEGAWATTS.

THERE IS NO STORAGE PROVIDED IN THE POOL FOR HYDROGENERATION. THE PLANT GENERATES POWER FROM THE FLOW AVAILABLE IN THE RIVER.

SLIDE 10 - LOCK AND DAM 14

LOCK AND DAM 14 IS THE UPPER MOST STRUCTURE IN THE SYSTEM AND WAS THE LAST ONE BUILT. THE LOCK CHAMBER AND DAM ARE CONSTRUCTED OF CONCRETE. THE LOCK HAS A 17-FOOT LIFT AND THE LOCK CHAMBER IS 52 FEET WIDE BY 148 FEET LONG.

SLIDE 11 - REASON FOR PROPOSED ACTION

THIS SLIDE GENERALLY SUMMARIZED OUR REASONS FOR CONSIDERING THE CLOSURE OF LOCKS 5-14.

WITH THE EXCEPTION OF A THREE MONTH PERIOD IN 1974 - 1975, THERE HAS NOT BEEN ANY COMMERCIAL TRAFFIC ON THE UPPER RIVER FOR 16 YEARS; AND RECREATIONAL USE OF LOCKS 5 - 14 HAS SHOWN A STEADY DECLINE SINCE THE EARLY 1970'S. THE KENTUCKY RIVER NAVIGATION SYSTEM WAS ORIGINALLY AUTHORIZED BY CONGRESS SOLELY TO PROVIDE FOR THE COMMERCIAL NAVIGATION OF THE KENTUCKY RIVER. THE PRESENT LACK OF COMMERCIAL TRAFFIC ON THE UPPER KENTUCKY RIVER MAKES IT UNECONOMICAL TO OPERATE FOR ITS AUTHORIZED PURPOSE. IN ADDITION, THE HISTORICAL ABSENCE OF COMMERCIAL TRAFFIC ON THE UPPER RIVER, MAKES IT UNLIKELY THAT IT WILL EVER SUPPORT ANY SIGNIFICANT COMMERCIAL USE IN ITS PRESENT FORM.

SLIDE 12 - OPERATION COST

THIS DEPICTS THE OPERATIONAL COST PER CRAFT BETWEEN LOCKS 1-4 AND 5-14 AND HELPS TO ILLUSTRATE THE STEADILY DECLINING ECONOMICS OF THE CONTINUED OPERATION OF THE NAVIGATION SYSTEM IN THE UPPER RIVER.

THE REDLINE REPRESENTS THE COST OF LOCKAGE PER CRAFT FOR LOCKS 1-4 AND THE BLACK LINE REPRESENTS THE LOCKAGE COSTS FOR LOCKS 5-14. IN 1979 THE AVERAGE LOCKAGE COST PER CRAFT WAS \$135.00 AT LOCKS 1-4 AND THE AVERAGE COST PER CRAFT AT LOCK 5-14 WAS \$787.00.

THE COST USED FOR EACH YEAR INCLUDES THE NORMAL OPERATIONAL COST PLUS AMORTIZED MAJOR REPLACEMENT OR REHABILITATION COSTS. THAT COST EACH YEAR DIVIDED BY THE NUMBER OF BOATS EQUALS COST PER CRAFT. THIS MEANS THAT IN 1979 THE COST FOR A BOAT TO LOCK FROM LOCK 5 THROUGH LOCK 14 WAS \$7,870.

SLIDE 13 - TRAFFIC - LOCKS 1-4

THIS SHOWS THE TONNAGE OF COMMERCIAL TRAFFIC AT LOCK 1-4 FROM 1967 THROUGH 1979. VIRTUALLY ALL OF THE TONNAGE REPRESENTED WAS SAND. WITH THE EXCEPTION OF A FIVE MONTH PERIOD IN 1974-1975 THERE HAS NOT BEEN ANY COMMERCIAL NAVIGATION ABOVE LOCK 4 SINCE 1967. THE TONNAGE LAST PEAKED IN 1973 AT 778,000 TONS AND HAS SHOWN A CONSTANT DECLINE SINCE THEN. IN 1979 IT WAS 435,000 TONS, AND THROUGH MAY OF THIS YEAR IT HAS BEEN ONLY 90,000 TONS. AS A COMPARISON, MCALPINE L&D ON THE OHIO RIVER HAD 49.6 MILLION TONS IN 1979 AND L&D 1 ON THE GREEN RIVER HAD 12.3 MILLION TONS.

SLIDE 14 - LOCKAGE OF PLEASURE CRAFT

SHOWN HERE IN THE LOCKAGE OF PLEASURE CRAFT FOR LOCKS 5-14 FROM 1970 TO 1979. DURING THAT PERIOD, LOCKAGE PEAKED IN 1971 AT ABOUT 7,500 AND HAS SHOWN A STEADY DECLINE THROUGH 1979 WHEN TOTAL LOCKAGE WAS ONLY ABOUT 1,500. THE BLUE PORTION OF THE BAR REPRESENTS THE USAGE DURING THE MAY - OCTOBER PERIOD AND THE YELLOW PORTION OF THE BAR REPRESENTS THE NOVEMBER - APRIL PERIOD.

STARTING IN 1976, THE LOCKS WERE CLOSED TO TRAFFIC DURING THE WINTER, ALTHOUGH AS YOU CAN SEE THERE WERE SOME EXCEPTIONS. EVEN WHEN THE LOCKS WERE KEPT OPEN DURING THE WINTER, ONLY BETWEEN 2 AND 4 PERCENT OF TOTAL ANNUAL LOCKAGE OCCURRED DURING THAT PERIOD. THEREFORE WINTER CLOSING HAD MINIMAL EFFECT IN THE DECLINE IN USAGE THAT HAS OCCURRED.

SOMETHING THAT SHOULD BE KEPT IN MIND WHEN LOOKING AT THESE LOCKAGE FIGURES IS THAT THEY DO NOT REPRESENT THE NUMBER OF INDIVIDUAL BOATS WHICH ARE USING THE KENTUCKY RIVER. FOR EXAMPLE, IF ONE BOAT SHOULD TRAVEL FROM LOCK 5 THROUGH LOCK 14, IT WOULD BE COUNTED AS TEN LOCKAGES. ON THE OTHER HAND, THERE ARE MANY BOATS WHICH ARE DOCKED WITHIN A POOL AND MIGHT USE THE RIVER ALL YEAR WITHOUT EVEN GOING THROUGH A LOCK. FOR THESE REASONS, THE LOCKAGE FIGURES REFLECT TRENDS IN RIVER USAGE, THEY DO NOT REPRESENT THE TOTAL TRAFFIC OF PLEASURE CRAFT ON THE UPPER RIVER.

SLIDE 15 - WITHDRAWN.

SLIDE 16 - PROPOSED ACTION

BECAUSE OF THE LACK OF COMMERCIAL NAVIGATION AT LOCKS 5-14, AND THE STEADY DECLINE OF RECREATION TRAFFIC, THE CONTINUED OPERATION OF THESE STRUCTURES IS NOT ECONOMICALLY JUSTIFIED. THE LACK OF ECONOMIC FEASIBILITY RESULTED IN PLACING THIS ITEM VERY LOW IN THE BUDGET PRIORITY AND BECAUSE OF BUDGET CONSTRAINTS IN FY 81, THIS LOW PRIORITY RESULTED IN THIS ITEM NOT BEING PROPOSED FOR FUNDING.

FOR THESE REASONS THE CORPS IS CONSIDERING:

- . SUSPENDING LOCK OPERATIONS AT LOCKS 5-14 AS OF 1 NOVEMBER 1980.

HOWEVER, BECAUSE UNDER THE PRESENT OPERATING SCHEDULE THE LOCKS WILL BE CLOSED AS OF 1 NOVEMBER ANYWAY, AS A PRACTICAL MATTER IT WOULD MEAN THAT THE STRUCTURES WOULD NOT BE REOPENED IN MAY 1981.

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. MAINTENANCE DREDGING WOULD BE DISCONTINUED IN THE POOLS ABOVE THESE LOCKS. THE POOLS THEMSELVES WOULD BE MAINTAINED THEREBY ALLOWING RECREATIONAL USE WITHIN AN INDIVIDUAL POOL. ALSO, THE POOLS WOULD BE AVAILABLE FOR THOSE COMMUNITIES AND INDUSTRIES DEPENDENT ON THEM FOR WATER SUPPLY.

. ALTHOUGH NOT OPERATED, THE LOCKS AND DAMS WOULD BE MAINTAINED IN AN OPERATIONAL CONDITION BY THE CORPS. FOR THESE REASONS IF IT BECOMES NECESSARY TO REOPEN THESE STRUCTURES TO TRAFFIC, IT COULD BE DONE WITH A MINIMUM OF TIME AND EFFORT.

. THE PLAN BEING CONSIDERED WOULD BE AN INTERIM ACTION THAT WOULD BE UNDERTAKEN PENDING THE COMPLETION OF THE KENTUCKY RIVER AND TRIBUTARIES STUDY WHICH IS PRESENTLY UNDERWAY IN THE DISTRICT. IT IS ANTICIPATED THAT THAT STUDY, WHICH IS EXPECTED TO BE COMPLETE BY SUMMER OF 1984, WILL CONTAIN RECOMMENDATIONS FOR THE ULTIMATE DISPOSITION OF THE KENTUCKY RIVER NAVIGATION SYSTEM. THESE RECOMMENDATIONS COULD RANGE FROM ABANDONMENT OF THE SYSTEM TO COMPLETE REPLACEMENT.

SLIDE 17 - WHAT NEXT

AFTER TONIGHT'S MEETING, THE PUBLIC MEETING RECORD WILL BE HELD OPEN FOR 30 DAYS TO RECEIVE ANY ADDITIONAL COMMENTS ON THE CONSIDERED PLAN. THEN AN ENVIRONMENTAL ASSESSMENT AND REPORT WILL BE PREPARED. THIS REPORT WILL CONTAIN THE DISTRICT ENGINEER'S RECOMMENDATIONS CONCERNING THE INTERIM DISPOSITION OF LOCKS 5-14. ALL PUBLIC COMMENTS WHICH HAVE BEEN RECEIVED WILL BE CONSIDERED WHEN DEVELOPING THESE RECOMMENDATIONS AS WELL AS THE ENVIRONMENTAL AND ECONOMIC EFFECTS OF THE PROPOSAL. WHEN THE REPORT IS COMPLETED IN THE FALL OF 1980, IT WILL BE SENT TO THE CHIEF OF ENGINEERS FOR REVIEW.

SLIDE 18 - THE END

STATEMENT BY SENATOR WENDELL FORD FOR THE JUNE 26 PUBLIC HEARING  
CONCERNING KENTUCKY RIVERS LOCKS AND DAMS

I want to take this opportunity to express my concern over the possible discontinuation of operations at Locks 5 through 14 on the Kentucky River.

This proposed action by the Corps of Engineers could have a seriously detrimental effect on the lives of all people in the communities along the river.

I would like to point out a few areas of genuine concern to you. The first is water supply. I am opposed to any action that might in any way affect the water supply; a stable supply must be guaranteed for all municipalities near the river.

A second area of concern is navigation. There has been a gradual decline of commercial traffic on the Kentucky River over recent years, but the re-emergence of coal as a major energy source must be considered. It is essential that the river have the capability to transport coal and related materials at any time and I am opposed to any action that might hinder this transportation.

A final aspect of major concern is the appropriateness of phasing down Locks 5 through 14 during the preparation of the Kentucky River Basin Study. This study will fully evaluate the utility of the locks and dams water supply, recreation, and flooding problems. Without the findings of this report, any decision on the disposition of Locks 5 through 14 is undeniably premature.



STATEMENT BY SENATOR WENDELL FORD FOR THE JUNE 26 PUBLIC HEARING  
CONCERNING KENTUCKY RIVERS LOCKS AND DAMS

One temporary solution to the problem is for the Congress to provide sufficient funding so that the locks and dams can continue to operate until the Kentucky River Study is completed. I am presently working on this with my colleagues in order to assure fair treatment for the people of Kentucky and to keep all options open until time comes to make a decision on the future configuration of the Kentucky River.

STATEMENT OF  
CONGRESSMAN LARRY J. HOPKINS  
JUNE 26, 1980

I REGRET BECAUSE THE HOUSE IS IN SESSION, I AM UNABLE TO ATTEND THIS IMPORTANT MEETING IN PERSON. CONGRESSMAN TIM LEE CARTER AND I BOTH WANT TO EXPRESS OUR CONCERN OVER THE PROPOSED CLOSING OF THE LOCKS ALONG THE KENTUCKY RIVER, AND THE IMPACT IT WILL HAVE ON OUR DISTRICTS. I CAN ASSURE YOU WE WOULD BE HERE THIS EVENING IF OUR DUTIES IN WASHINGTON DID NOT PREVENT US FROM DOING SO.

WHILE I AM SURE MY OPPOSITION TO THE PROPOSED CLOSING OF THE LOCKS ON THE KENTUCKY RIVER IS WELL-KNOWN, I WANT TO TAKE THIS OPPORTUNITY TO REITERATE MY FEELINGS FOR THE OFFICIAL RECORD. EVER SINCE MY ELECTION TO CONGRESS, MY TOP PRIORITY HAS BEEN TO REDUCE WASTEFUL GOVERNMENT SPENDING. ONE OF THOSE AREAS I HAVE EXAMINED CLOSELY IN THE PAST YEAR AND A HALF HAS BEEN THE PROJECTS UNDER THE AUTHORITY OF THE ARMY CORPS OF ENGINEERS. MANY OF THESE PROJECTS, IN MY OPINION, ARE UNJUSTIFIABLE EXPENDITURES OF PUBLIC FUNDS AND I HAVE OPPOSED THEM. ON THE OTHER HAND, HOWEVER, MANY CORPS PROJECTS ARE BENEFICIAL AND NECESSARY AND I HAVE NOT BEEN HESITANT TO SUPPORT THOSE.

ONE OF THE PROJECTS I HAVE SUPPORTED IS A SIGNIFICANT STUDY OF THE ENTIRE KENTUCKY RIVER SYSTEM; BEING CONDUCTED AT THE PRESENT TIME. (THE KENTUCKY RIVER AND TRIBUTARIES SURVEY STUDY) WHILE MY PRIMARY INTEREST HAS BEEN THE FLOOD CONTROL ASPECT OF THIS STUDY, THERE ARE OTHER FACTORS WHICH NEED INVESTIGATION. THE KENTUCKY

RIVER SURVEY IS GOING TO BE INSTRUMENTAL IN DETERMINING FUTURE WATER SUPPLY, HYDRO-POWER, NAVIGATION, AND RECREATION NEEDS. BECAUSE I AM PRIMARILY CONCERNED WITH THE MOST IMMEDIATE NEED OF PROVIDING FLOOD PROTECTION TO THOSE RESIDENTS ALONG THE RIVER, I HAVE PRESSED FOR RECOMMENDATIONS REGARDING FLOOD CONTROL. I HAVE BEEN ASSURED THESE WILL BE FORTHCOMING IN NEXT YEAR'S REPORT BY THE CORPS. ALL THROUGH THE PUBLIC WORKS BUDGET PROCESS, I DISCUSSED THE ACTUAL FUNDING NEEDS WITH CORPS OFFICIALS, AND AFTER CAREFUL CONSIDERATION DECIDED I WOULD SUPPORT FUNDING OF THIS STUDY FOR ANOTHER YEAR. I MUST STRESS MY RELUCTANCE TO APPROVE ANY PROJECT JUST BECAUSE IT WILL POUR TAXPAYER'S DOLLARS INTO THE SIXTH DISTRICT; AND I WILL CONTINUE MY EFFORTS TO MAKE SURE EACH PROJECT WILL HAVE TANGIBLE BENEFITS FOR THE SIXTH DISTRICT.

IN VIEW OF MY SUPPORT OF THE KENTUCKY RIVER AND TRIBUTARIES SURVEY STUDY, I AM VERY CONCERNED ABOUT THE PROPOSAL BEING DISCUSSED THIS EVENING -- THAT OF DISCONTINUING LOCKING OPERATIONS ON LOCKS 5 THROUGH 14.

IT IS MY UNDERSTANDING THE CORPS HAS PROPOSED THESE CLOSINGS AS A COST SAVING MEASURE. I WOULD BE THE FIRST TO ADMIT THAT EVERY DOLLAR THE GOVERNMENT CAN SAVE, THE BETTER. IN THIS CASE, HOWEVER, I HAVE SOME SEVERE RESERVATIONS ABOUT THE WISDOM OF THIS PROPOSAL. IN MY OPINION, ANY MOVE TO SHUT DOWN AN INTEGRAL PART OF THE KENTUCKY RIVER, UNTIL THE STUDY IS COMPLETED, IS PREMATURE AND UN-ADVISABLE. THE CORPS' DESIRE TO USE THEIR BUDGET WISELY IS MOST COMMENDABLE, AND I CERTAINLY WANT TO ENCOURAGE SUCH ACTIONS.

NEVERTHELESS, SUCH PREMATURE ACTION MAY END UP COSTING THE TAX-PAYERS MORE MONEY IN THE LONG RUN.

I DO NOT PROFESS TO BE AN EXPERT IN THE CIVIL ENGINEERING FIELD, NOR CAN I SPEAK FOR THE PEOPLE WHO HAVE COME TO THIS HEARING THIS EVENING; BUT I AM AWARE THAT SIGNIFICANT INFORMATION WILL BE PROVIDED ABOUT THE IMPACT OF THE PROPOSED CLOSING OF THE LOCKS. THE WATER SUPPLY PROBLEM IN CENTRAL KENTUCKY WILL BE CRITICAL IN THE NEXT TEN YEARS AND THE EAST KENTUCKY POWER COOPERATIVE HAS A GREAT CONCERN THAT CURRENT POOL LEVELS BE MAINTAINED IN ORDER TO OPERATE THEIR FACILITIES. IN ADDITION, THEIR FUTURE PLANS MAY BE AFFECTED BY THE CLOSING OF THE LOCKS. THE CITY OF LEXINGTON WILL BE SEVERELY AFFECTED ACCORDING TO THE CORPS' OWN REPORT, BY ANY REDUCTION IN WATER SUPPLY.

IT IS MY STRONG BELIEF THE SOLUTIONS SUGGESTED BY THE CORPS' STUDY WILL UNDOUBTEDLY HAVE A BEARING ON THE ULTIMATE DISPOSITION OF THE LOCK AND DAM SYSTEM. UNTIL THE STUDY IS COMPLETED, THE VARIOUS ELEMENTS OF THE RIVER SYSTEM SHOULD BE MAINTAINED. ONCE THE STUDY IS CONCLUDED WE WILL BE IN A BETTER POSITION TO SELECT AND IMPLEMENT THE BEST AND MOST COST-EFFECTIVE STEPS TO SOLVE THE MULTIPLE PROBLEMS ASSOCIATED WITH THE KENTUCKY RIVER BASIN.

Colonel Thomas P. Nack  
Department of the Army  
Page Two  
June 26, 1980

We have carried more than 100,000 people on the river in the past four years and have anticipated carrying many more thousands in the coming years if we are not forced out of business.

The Corps states in its Bulletin of April 1, 1980 "it is clear that continued operation of the Kentucky River Navigation System is not economically justified," and yet we have never been contacted by the Corps in any way asking what economic activity we generate or how closing the locks would impact us.

We also operate the Fort Boonesboro Boat Dock. We have never been questioned as to the impact the closing would have on this operation nor do we think any other commercial entity on the upper river has been contacted. We feel this is presumptuous and arrogant on the part of the Corps to give us a few months notice and at the same time go to Washington and sell our elected representatives on the idea that the maintenance of the system is not economically justified.

What criteria did the Corps use? What are your facts and figures? Why haven't you contacted each commercial entity along the river to get accurate and fair figures? What figure is justifiable?

What effect will this have on the boating and tourism industry that many of us have spent years of effort building?

We request that the Corps postpone this decision and make public the facts and figures and where they came from.

This river has been under the jurisdiction of the Corps of Engineers since March 22, 1880 almost one hundred years to the day before the Corps gave us a couple months notice to provide reasons for not closing the locks.

We request that you make public your facts and figures in the near future, and that you postpone the interim decision to close the locks until a permanent decision is reached by Congress as to the disposition of the Kentucky River in 1984.

Sincerely,



Captain James L. Cross, President  
Kentucky River Excursions, Inc.

cc: Senator Walter "Dee" Huddleston  
Senator Wendell Ford  
Congressman Larry Hopkins

PRESS ROW

The following statements by Don Mills, Chief Administrative Assistant to Governor Brown, and Jackie Swigart, Secretary of Department of Natural Resources, to be made at the public hearings in Lexington on proposal to close locks on the Kentucky River are embargoed until 8:00 p.m. June 26, 1980.

Statement by Don Mills, Chief Administrative Assistant  
to Kentucky Governor John Y. Brown, Jr.

Public meeting pertaining to interim closing of  
Locks 5 through 14 on Kentucky River;  
Lexington, June 26, 1980

THE COMMONWEALTH OF KENTUCKY VIEWS THE U.S. ARMY CORPS OF ENGINEERS PROPOSAL TO CLOSE LOCKS 5 THROUGH 14 ON THE KENTUCKY RIVER AS A FORECLOSURE ON THE STATE'S OPTIONS ON WATER QUALITY, WATER SUPPLIES, TRANSPORTATION, ENERGY PRODUCTION AND RECREATION IN THE RIVER BASIN.

EVALUATION OF INFORMATION AVAILABLE TO THE STATE CONVINCES US THAT DISCONTINUING THE LOCKING OPERATIONS, EVEN ON AN INTERIM BASIS, AND FAILING TO MAINTAIN THE STRUCTURES WILL ELIMINATE EXISTING ECONOMIC AND CULTURAL BENEFITS DERIVED FROM THE RIVER AND WILL PREVENT FOR ALL TIME THE REALIZATION OF POTENTIAL ECONOMIC AND CULTURAL BENEFITS TO BE DERIVED FROM THE RIVER.

FOR THESE REASONS, THE STATE OF KENTUCKY OPPOSES THE CORPS' PROPOSAL.

ALTHOUGH THE STATE APPRECIATES SOME OF THE FISCAL ARGUMENTS PUT FORTH BY THE CORPS FOR ITS PROPOSAL, WE FEEL THAT OVERALL THE ARGUMENTS ARE SHORT-SIGHTED AND NARROWLY PRESENTED WHEN COMPARED TO THE LONG-TERM CONSIDERATIONS. AND WE ADVISE THE CORPS TO RE-EXAMINE ITS PROPOSAL IN LIGHT OF THE FOLLOWING FINDINGS, QUESTIONS AND CONCERNS:

1. DISAGREEMENT BETWEEN CORPS' LOCK PROPOSAL  
AND CORPS' KENTUCKY RIVER STUDY

THE CORPS' PROPOSAL TO DISCONTINUE THE LOCKING OPERATIONS SEEMS TO RUN COUNTER TO MANY POINTS MADE IN THE CORPS OWN STAGE I WORK PLAN FOR THE KENTUCKY RIVER AND TRIBUTARIES STUDY FORWARDED TO THE STATE JUST LAST MONTH. THE STUDY, TO TAKE PLACE OVER THE NEXT 4 YEARS, HAS BEEN AUTHORIZED BY THE U.S. SENATE AND HOUSE. SPECIFIC EXAMPLES OF HOW THE CORPS' PROPOSAL TO DISCONTINUE LOCKING OPERATIONS SEEMS TO RUN COUNTER TO THE CORPS' OWN OBSERVATIONS IN THE WORK PLAN INCLUDE:

- WATER SUPPLY -- (AND I QUOTE) "TODAY, THE SLACKWATER POOLS ON THE KENTUCKY RIVER ARE THE PRINCIPAL WATER SUPPLY SOURCE FOR SOME 13 MUNICIPAL/RURAL WITHDRAWALS AND SOME 13 SELF-SUPPLIED INDUSTRIES CURRENTLY WITHDRAWING OVER 100,000 GALLONS PER DAY... THE MOST SERIOUS WATER SUPPLY PROBLEM OCCURS BETWEEN LOCKS AND DAMS 8 THROUGH 11, WHERE RICHMOND, THE FORD STEAM GENERATING PLANT, LEXINGTON, NICHOLASVILLE, AND LANCASTER WITHDRAW WATER AND THAT A RECURRENCE OF THE 1930 DROUGHT COULD RESULT IN SUPPLY DEFICITS... UTILIZATION OF A PORTION OF THE SLACKWATER POOL STORAGE FROM LOCKS AND DAMS 8 THROUGH 14 AS WELL AS CONSTRUCTION OF A RESERVOIR HAVING A STORAGE OF 15,000 ACRE-FEET (IS) NECESSARY TO MEET PROJECTED DEMANDS."

- NAVIGATION -- (AND I QUOTE) "THE FINDINGS OF A RECENT REVIEW OF LOCK UTILIZATION AND OPERATION AND MAINTENANCE COSTS WERE THAT OPERATION OF LOCKS 5 THROUGH 14 WERE NOT ECONOMICALLY JUSTIFIED AND ONLY marginally justified for Locks 1 through 4.



HOWEVER, A MAJOR INCIDENTAL USE OF THE NAVIGATION SYSTEM IS THE PROVISION OF POOLS FOR MUNICIPAL/INDUSTRIAL WATER SUPPLY WITHDRAWALS. THEREFORE, OPERATION AS WELL AS MAINTENANCE OF THE STRUCTURES IS IMPORTANT WHEN CONSIDERING FUTURE MODIFICATIONS TO THE NAVIGATION SYSTEM."

- HYDROPOWER -- (AND I QUOTE) "CLEARLY THERE ARE 14 LOCKS AND DAMS ALONG THE KENTUCKY RIVER AND ONE FLOOD CONTROL DAM (BUCKHORN) WITH HYDROPOWER POTENTIAL. OF THE 14 LOCKS AND DAMS, ONLY LOCK AND DAM NO. 7 HAS A PRESENTLY GENERATING PLANT. THE REMAINING 13, ACCORDING TO THE NATIONAL HYDROPOWER STUDY, HAVE A POTENTIAL CAPACITY OF 30 MW PER FACILITY. THIS PRESENTS AN OPPORTUNITY TO DEVELOP HYDROPOWER NOT AS A BASE ENERGY, BUT ONE TO DISPLACE THE MORE EXPENSIVE OIL-FIRED ENERGY SOURCES UTILIZED FOR PEAKING DEMAND. HYDROPOWER HAS THE ADVANTAGE OF BEING A VERY RESPONSIVE SOURCE OF ELECTRICITY WITH ALMOST NO GEAR-UP TIME."

- RECREATION -- (AND I QUOTE) "SEVERAL STUDIES IN RECENT YEARS HAVE SHOWN THAT WATER RELATED RECREATION IS IN GREAT DEMAND, ESPECIALLY IN AND AROUND THE URBANIZED AREAS IN THE BASIN. THE MAIN STEM OF THE KENTUCKY RIVER OFFERS THE GREATEST POTENTIAL FOR RECREATIONAL DEVELOPMENT, PROVIDED IMPROVEMENTS ARE MADE TO EXISTING NAVIGATION STRUCTURES AND ACCESS FACILITIES... ALSO TO BE CONSIDERED IS THE INCREASED PUBLIC AWARENESS OF CULTURAL AND ARCHEOLOGICAL PRESERVATION... OPPORTUNITIES TO MEET THE NATION'S EXPANDING OUTDOOR RECREATIONAL NEEDS THROUGH THE UTILIZATION OF THE HISTORIC KENTUCKY RIVER NAVIGATION PROJECT AND EXISTING WATER AND NATURAL RESOURCE ASSETS OF THE UPPER KENTUCKY AND LICKING RIVER BASIN ARE SIGNIFICANT."

I MUST EMPHASIZE TO THIS HEARING THAT THE ABOVE QUOTES ARE TAKEN DIRECTLY FROM AN ONGOING CORPS STUDY OF THE KENTUCKY RIVER.

2. JOINT FINDINGS, QUESTIONS, CONCERNS OF STATE AGENCIES

THE CORPS' PROPOSAL HAS BEEN STUDIED AND DISCUSSED AT-LENGTH BY REPRESENTATIVES OF THESE AGENCIES: NATURAL RESOURCES, PUBLIC PROTECTION, PARKS, AGRICULTURE, COMMERCE, TOURISM, FINANCE AND WATER RESOURCES. THE FOLLOWING ARE THEIR JOINT FINDINGS, QUESTIONS AND CONCERNS:

- DETRIMENTAL EFFECT ON WATER QUALITY -- WITHOUT PERMANENTLY CEMENTING THEM SHUT, IT IS A GIVEN FACT THAT IF THE LOCKS WERE LEFT UNATTENDED FOR ANY LENGTH OF TIME THEY WOULD BEGIN TO DETERIORATE. WITHOUT THE LOCKS, WATER FLOW WOULD SLOW TO VERY FEW FEET PER SECOND, (A RELATIVE TRICKLE) AND SEWAGE DISPOSAL PROBLEMS WOULD RESULT. FOR EXAMPLE, HICKMAN CREEK CARRIES LEXINGTON'S SEWAGE INTO THE KENTUCKY RIVER. WITHOUT A FAST FLOW TO THE RIVER, THE WATER WILL BECOME BAD. UNDER CURRENT DISPOSAL TECHNIQUES, SUCH A PLAN COULD MAKE CITIES ALONG THE RIVER, LIKE FRANKFORT, UNBEARABLE, AND POISON THE WATER SUPPLY OF ALL THE OTHER CITIES AND TOWNS.

- SERIOUS THREAT TO LEXINGTON'S WATER SUPPLY -- IF THE LOCKS ARE NOT MAINTAINED, THEY WILL FALL DOWN (LOCK 6 IS A PERFECT EXAMPLE). IF LOCK 9 FALLS DOWN, LEXINGTON'S WATER SUPPLY WOULD BE THREATENED. IF LOCK 5 GOES, LAWRENCEBURG IS IN JEOPARDY. WITHOUT LOCKS, WE WOULD LOSE THE POOLS BEHIND THEM. NOT ONLY ARE THEY VERY POPULAR RECREATIONAL AREAS, BUT THEY ARE RESERVOIRS FOR A LARGE PART OF KENTUCKY'S POPULATION.

A REOCCURRENCE OF THE 1935-36 DROUGHT WOULD COMPLETELY DRY UP LEXINGTON'S WATER SUPPLY WITHOUT LOCKS. THIS IS, BY FAR, ONE OF OUR GREATEST FEARS ABOUT THE CORPS' PROPOSAL, AND IT IS ONE THAT CANNOT BE DISPUTED.

- RIVER SEDIMENT -- WITHOUT THE LOCKS, THE BANKS ALONG THE KENTUCKY RIVER WILL FALL IN AND RAISE THE SEDIMENT LEVEL. THIS WILL RAISE THE LAND LEVEL OF THE RIVER AND MAKE IT TOO SHALLOW FOR BOAT TRAFFIC. BEACH AREAS, DOCKS AND PRIVATE HOMES ALONG THE RIVER WILL ALSO BE DESTROYED.

- RECREATION -- MUCH OF THE RECREATION ON THE RIVER WILL BE STOPPED. THROUGH THE CORPS SHOWS A DECREASE IN THE RECREATIONAL TRAFFIC OVER THE LAST FEW YEARS, THERE ARE STILL THOUSANDS OF BOATS USING THE RIVER EACH YEAR. MUCH OF THE DECREASE IN USAGE CAN BE ATTRIBUTED TO TWO FACTORS. FIRST, AND PROBABLY THE MOST OBVIOUS, IS THAT THE CORPS HAS DECREASED SUBSTANTIALLY THE OPERATIONAL HOURS OF THE LOCKS AND SOME LOCKS HAVE BEEN SHUT FOR LONG PERIODS. BOATERS HAVE COMPLAINED THAT THE LOCKS OFTEN CLOSE BY 4 P.M. DURING THE SUMMER MONTHS, HALTING RIVER TRAFFIC FOR FIVE HOURS OF DAYLIGHT TRAVEL. THE CORPS REPORTS THAT IN 1979 ONLY 3,290 RECREATIONAL VEHICLES SAILED THROUGH THE LOCKS. THIS WAS TABULATED AFTER THE WORST FLOOD IN RIVER HISTORY WHICH WASHED AWAY HUNDREDS OF BOATS, BOAT DOCKS, SHORE LINES, ETC. RIVER DEBRIS WAS ALSO AT AN ALL TIME HIGH. A FAR MORE REALISTIC AND USEFUL FIGURE WOULD BE THE ONE FOR 1978, WHICH WAS 6,229, OR FOR 1977, WHICH WAS 7,387. ALSO THE CORPS HAS CHANGED ITS COUNTING METHOD DURING THE PAST FEW YEARS. THIS ACCOUNTS FOR MUCH OF THE DECREASE IN VEHICLE NUMBERS.

- COMMERCE -- THE CORPS PROPOSAL SUGGESTS PERMANENT CLOSURE OF THE LOCKS. IT HAS SUGGESTED BLASTING THEM OUT OR CEMENTING THEM UP. EITHER APPROACH ASSUMES THAT KENTUCKY WILL NEVER AGAIN HAVE ANY USE FOR THE KENTUCKY RIVER AS A RECREATIAL OR COMMERCIAL WATER WAY. THE CURRENT ENERGY SITUATION MAKES IT IMPERATIVE THAT WE FIND ALTERNATE FORMS OF TRANSPORTATION, ESPECIALLY COAL. IN THE TIME OF WAR, THE RIVER COULD BE A STRATEGIC ROUTE FOR DEFENSE MATERIAL, AGRICULTURAL PRODUCTS, COAL AND OTHER ENERGY SUPPLIES. BECAUSE ECONOMIC DEVELOPMENT IS A MAJOR GOAL OF KENTUCKY, WE SHOULD NOT ALLOW OUR GROWTH POTENTIAL TO BE JEOPARDIZED. WITHOUT WATER TO DRAW FROM, WITHOUT THE POOLS, NO NEW INDUSTRIES WILL BE PERMITTED TO DEVELOP ALONG THE KENTUCKY RIVER. ELECTRIC PLANTS MAY HAVE OPERATING DIFFICULTIES BECAUSE OF THE FLOW PROBLEM.

- WITHOUT THE LOCKS, THE CORPS COULD NOT GET ITS EQUIPMENT UP THE RIVER TO MAINTAIN DAMS, SO THEY TOO WOULD DETERIORATE.

### 3. OTHER CONSIDERATIONS

- TO THE STATE'S KNOWLEDGE, NO GROUP OR ORGANIZATION (OTHER THAN THE CORPS) WHICH WOULD BE AFFECTED IN SOME WAY BY THE CORPS' PROPOSAL HAS REACTED POSITIVELY TO THE CORPS' PROPOSAL. IN FACT IT HAS BEEN JUST THE OPPOSITE. MANY ORGANIZATIONS AND INDIVIDUALS HAVE EMPHASIZED TO THE STATE THEIR OPPOSITION TO THE PROPOSAL.

- BOTH THE KENTUCKY SENATE AND HOUSE ADOPTED RESOLUTIONS NOT ONLY REQUESTING THE CORPS TO CONTINUE OPERATION OF THE LOCKS BUT URGING THE CORPS TO CONSIDER PLANS TO UPGRADE THE LOCKS AND DAM. THE BROWN ADMINISTRATION AGREES.

● RECREATIONAL ATTRACTIONS AND USE OF THE KENTUCKY RIVER ARE AN INTEGRAL PART OF KENTUCKY'S OVERALL RECREATIONAL-TRAVEL-TOURISM INDUSTRY. TO ALLOW THIS PARTICULAR SEGMENT TO BE DIMINISHED WOULD ERODE THE WELL-BEING OF A STATEWIDE INDUSTRY THAT GENERATES \$1.4 BILLION ANNUALLY AND IS KENTUCKY'S SECOND LARGEST EMPLOYER.

#### 4. CONCLUSION

THE STATE MUST VIEW A PROPOSAL FOR THE INTERIM CLOSING OF LOCKS 5 THROUGH 14 AS THE FIRST STEP IN AN ACTION THAT WOULD PRECIPITATE THE PERMANENT CLOSING OF THE LOCKS WITH RELATED DETRIMENTAL EFFECTS, AND SET A PRECEDENT FOR FUTURE ACTIONS THAT WOULD CLOSE OUT THE OTHER FOUR LOCKS WITH RELATED DETRIMENTAL EFFECTS.

BECAUSE THE CORPS HAS ALREADY IDENTIFIED A BROAD RANGE OF WATER RESOURCES NEEDS AND PROBLEMS IN THE KENTUCKY RIVER BASIN AND IS CURRENTLY CONDUCTING A FOUR-YEAR STUDY EFFORT TO IDENTIFY THE SOLUTIONS TO THOSE NEEDS AND PROBLEMS, THE STATE REGARDS THE CORPS' PROPOSAL TO DISCONTINUE LOCKING OPERATIONS AS PREMATURE AND EXTREMELY UNWISE.

ORAL

TESTIMONY  
ON  
THE INTERIM CLOSING OF LOCKS 5 THROUGH 14  
OF  
THE KENTUCKY RIVER  
BEFORE THE  
LOUISVILLE DISTRICT, CORPS OF ENGINEERS  
LEXINGTON, KENTUCKY  
JUNE 26, 1980  
BY  
REPRESENTATIVE C. M. HANCOCK

I VERY MUCH APPRECIATE THE OPPORTUNITY TO TESTIFY AT THIS PUBLIC HEARING ON A SUBJECT WHICH IS EXTREMELY IMPORTANT TO THE CITIZENS OF KENTUCKY. TO SOME CITIZENS, THE POTENTIAL SUSPENSION OF OPERATION OF LOCKS 5 THROUGH 14 AND THE DISCONTINUANCE OF MAINTENANCE DREDGING, AS ANNOUNCED IN THE CORPS' PUBLIC NOTICE OF APRIL, WOULD AFFECT THEIR VERY LIVELIHOOD.

THE POTENTIAL SUSPENSION OF OPERATION OF THESE LOCKS WAS OF SPECIAL CONCERN TO THE 1980 GENERAL ASSEMBLY. BOTH HOUSES OF THE KENTUCKY GENERAL ASSEMBLY PASSED RESOLUTIONS REQUESTING THE U.S. ARMY CORPS OF ENGINEERS TO CONTINUE THE OPERATION OF LOCKS 5 THROUGH 14. THE HOUSE OF REPRESENTATIVES PASSED HOUSE RESOLUTION 153, AND THE SENATE PASSED SENATE RESOLUTION 80. AS EXPRESSED IN BOTH OF THESE RESOLUTIONS, THE CORPS WAS NOT ONLY REQUESTED TO CONTINUE THE OPERATION OF LOCKS 5 THROUGH 14, BUT URGED TO CONSIDER UPGRADING THE DAMS AND LOCKS ON THE KENTUCKY RIVER TO IMPROVE THE NAVIGATIONAL POTENTIAL OF THE RIVER. THE RESOLUTIONS ALSO REQUESTED THE CONGRESS AND THE PRESIDENT TO MANDATE STUDIES TO DETERMINE THE FEASIBILITY OF UPGRADING THE NAVIGATION POTENTIAL OF THE RIVER.

SIMILAR EXPRESSIONS WERE MADE BY THE REPORT OF THE FLOOD TASK FORCE APPOINTED BY GOVERNOR CARROLL IN JANUARY 1979, AND FROM THE REPORT OF THE GOVERNOR'S TASK FORCE ON TRANSPORTATION, ISSUED IN NOVEMBER OF 1979. I WOULD LIKE TO QUOTE FROM THESE DOCUMENTS. THE FLOOD TASK FORCE REPORT RECOMMENDED THAT "THE CHIEF, U.S. ARMY CORPS OF ENGINEERS, SHOULD BE REQUESTED TO INCREASE THE CAPABILITY OF THE LOUISVILLE DISTRICT TO COMPLETE ITS STUDY OF FLOOD CONTROL STRATEGIES OF THE KENTUCKY RIVER SYSTEM...". THE FLOOD TASK FORCE FURTHER RECOMMENDED THAT "CONSIDERATION SHOULD BE GIVEN TO INITIATING ACTIVITIES AIMED AT REJUVENATING THE KENTUCKY RIVER AS A MAJOR

NAVIGABLE STREAM TO ADDRESS FLOODING PROBLEMS AND IMPROVE BARGE TRANSPORTATION ESPECIALLY FROM EASTERN KENTUCKY."

THE GOVERNOR'S TASK FORCE ON TRANSPORTATION REPORT STATED, "BASED ON PRESENT ENERGY NEEDS PLUS FUTURE PROJECTIONS, AS WELL AS 1979 ECONOMIES, IT IS RECOMMENDED THAT THE STATE REQUEST THAT THE CORPS OF ENGINEERS UPDATE THEIR STUDY OF THE KENTUCKY RIVER." THE REPORT FURTHER RECOMMENDED THE REBUILDING OF DAMS 5 AND ABOVE TO IMPROVE NAVIGATION, AND LENGTHEN LOCKS TO A 600 FOOT MINIMUM. ADDITIONAL RECOMMENDATIONS IN THE REPORT WERE THAT LOCKS 4 AND BELOW TO THE OHIO RIVER SHOULD ALSO BE WIDENED AND LENGTHENED TO A MINIMUM OF 600 FEET.

IT IS MY UNDERSTANDING THAT THE CORPS IS CURRENTLY INVOLVED IN A FOUR-YEAR STUDY OF THE KENTUCKY RIVER AND TRIBUTARIES FOR THE PURPOSE OF (1) IDENTIFYING AND DEFINING THE PROBLEMS AND NEEDS; (2) FORMULATING ALTERNATIVE PLANS; (3) PERFORMING IMPACT ASSESSMENTS; AND (4) EVALUATING ALTERNATIVE PLANS. ACCORDING TO THE STAGE 1 WORK PLAN FOR THIS STUDY, EFFORT WILL BE SPENT PRIMARILY IN AREAS OF FLOOD CONTROL, HYDROPOWER, NAVIGATION, WATER SUPPLY, AND RECREATION. I CANNOT UNDERSTAND HOW THE CORPS CAN ON THE ONE HAND BE INVOLVED IN A FOUR-YEAR STUDY TO ANSWER THE APPARENT UNANSWERED QUESTIONS AS IDENTIFIED IN THE WORK PLAN, AND THEN ON THE OTHER HAND BE CONSIDERING THE SUSPENSION OF OPERATIONS OF LOCKS 5 THROUGH 14. IT APPEARS COMPLETELY PREMATURE AND INCONSISTENT TO MAKE SUCH A WIDE REACHING DECISION AS SUSPENSION OF OPERATIONS OF THE LOCKS PRIOR TO THE COMPLETION OF A STUDY THAT WOULD PROVIDE INFORMATION RELATING TO THE IMPORTANCE OF THE LOCKS.

ONE OF THE REASONS GIVEN FOR CONSIDERATION OF SUSPENSION OF OPERATION OF THE LOCKS IS THE DECLINE OF RECREATIONAL BOAT ACTIVITY.



I DON'T DOUBT THE STATISTICS INDICATING A DECLINE IN RECREATIONAL BOAT ACTIVITY THROUGH THE LOCKS, BUT I BELIEVE THERE ARE SOME GOOD REASONS FOR THIS DECLINE, SOME OF WHICH CAN BE CHANGED IN THE FUTURE. I FURTHER BELIEVE THAT THE CORPS HAS NOT ENCOURAGED THE USE OF THE LOCKS FOR RECREATIONAL PURPOSES. TO THE CONTRARY, THE PAST PROCEDURES IN THE OPERATION OF THE LOCKS HAS IN FACT DISCOURAGED RECREATIONAL ACTIVITY THROUGH THE LOCKS. LET ME BE SPECIFIC. IN THE PAST, THE KENTUCKY RIVER HAD SIGNIFICANT RECREATIONAL TRAFFIC OF BOATERS FROM THE LOUISVILLE AND CINCINNATI AREA, AS WELL AS OTHER AREAS ALONG THE OHIO RIVER. I'VE BEEN INFORMED THAT THIS TYPE OF TRAFFIC HAS SIGNIFICANTLY DECREASED. WHY? PARTLY, I'M SURE, BECAUSE THE COST OF GASOLINE HAS INCREASED SO MUCH. BUT THERE ARE OTHER REASONS WHICH HAVE DISCOURAGED BOATERS FROM THE LOUISVILLE AND CINCINNATI AREAS AS WELL AS KENTUCKY BOATERS. FOR SUCH BOATERS TO MAKE PLANS FOR USE OF THE RIVER THEY MUST KNOW THE SCHEDULING OF "OPEN TIMES" OF EACH LOCK. IT'S MY UNDERSTANDING THAT THE SCHEDULE IS FREQUENTLY CHANGED, SOMETIMES CATCHING BOATERS UNAWARE, AND IN MOST CASES, CAUSING THE BOATERS TO CALL AND CONFIRM THE "OPEN TIMES" OF EACH LOCK. IN OTHER WORDS, THERE APPARENTLY HAS NOT BEEN A CONSISTENT TIME FOR OPERATION OF THE LOCKS, AND DIFFERENT LOCKS HAVE DIFFERENT TIMES. AS A SPECIFIC EXAMPLE, LOCKS 5 THROUGH 10 CURRENTLY HAVE DIFFERENT TIMES FOR DIFFERENT DAYS, 8 A.M. TO 8 P.M. ON FRIDAY, SATURDAY, AND SUNDAY, AND NOON TO 8 P.M. ON MONDAY THROUGH THURSDAY.

I HAVE ALSO BEEN ADVISED THAT SINCE 1978 SOME LOCKS HAVE BEEN COMPLETELY INOPERATIVE FOR AS LONG AS FOUR MONTHS AT A TIME. THEREFORE, WITH THE VARIABLE SCHEDULING OF LOCK OPERATION, AND THE COMPLETE UNAVAILABILITY OF LOCKS FOR LONG PERIODS OF TIME, THE REGULAR BOATER IS LESS THAN ENCOURAGED TO USE THE KENTUCKY RIVER.

ANOTHER ITEM WHICH I BELIEVE HAS AFFECTED RECREATIONAL TRAFFIC IS THE UNUSUALLY BAD WEATHER THAT KENTUCKY HAS EXPERIENCED IN THE LAST SEVERAL YEARS. SPECIFICALLY, TAKING LOCKS 4 AND 10 AS EXAMPLES, THE WATER LEVEL EXCEEDED THE FLOOD STAGE FIVE TIMES IN THE 70s. AT LOCK 4, FLOODING OCCURRED ON FEBRUARY 14-17, 1972, JUNE 12-15, 1974, MARCH 16-18, 1975, MARCH 30, 1975, AND DECEMBER 9-13, 1978. AT LOCK 10, FLOODING OCCURRED FEBRUARY 27-28, 1972, APRIL 15-18, 1972, JANUARY 12-14, 1974, MARCH 14-17, 1975, AND DECEMBER 9-12, 1978. WE ARE ALL AWARE THE 1978 FLOOD SET NEW RECORDS FOR THE MOST SEVERE FLOOD AT THESE LOCKS. ADDED TO THESE FLOODS WAS THE DEVASTATING TORNADO OF APRIL 4, 1974. THESE SEVERE WEATHER EVENTS DESTROYED SOME DOCKING FACILITIES, THUS LIMITING THE AVAILABILITY OF SERVICES TO BOATERS.

THEREFORE, THERE HAVE BEEN RECENT EVENTS THAT HAVE DISCOURAGED RECREATIONAL TRAFFIC ON THE KENTUCKY RIVER, WHICH COULD BE IMPROVED OR CHANGED, THAT SHOULD STIMULATE AN INCREASE IN TRAFFIC. SUSPENSION OF OPERATION OF THE LOCKS WOULD TOTALLY ELIMINATE THE OPPORTUNITY TO OBSERVE THE IMPACT THESE CHANGES MIGHT BRING. RECREATIONAL TRAFFIC ON THE KENTUCKY RIVER SHOULD BE INCREASING RATHER THAN DECREASING. ACCORDING TO BOATING REGISTRATION, THERE HAS BEEN AN INCREASE OF BOAT REGISTRATIONS IN KENTUCKY OF OVER 13,000 FROM 1975 TO 1979. IF BOATING REGISTRATION IS INCREASING IN THE STATE OF KENTUCKY, WHY IS IT DECREASING ON THE KENTUCKY RIVER? I THINK WE NEED TO KNOW THESE ANSWERS BEFORE WE SUSPEND OPERATION OF THE LOCKS.

THUS FAR, I'VE CONCENTRATED MY REMARKS ON RECREATIONAL BOATING. HOWEVER, THE SUSPENSION OF OPERATION OF LOCKS 5 THROUGH 14 WILL AFFECT MANY OTHER AREAS OF THE LIVES OF KENTUCKY CITIZENS. THE POTENTIAL COMMERCIAL USE OF THE KENTUCKY RIVER WILL BE REMOVED. ALTHOUGH THE

USE OF THE RIVER ABOVE LOCK 5 MAY NOT BE ECONOMICALLY FEASIBLE NOW, AS THE PRICE OF FUEL CONTINUES TO ESCALATE, THE USE OF BARGES FOR TRANSPORTING COMMODITIES, ESPECIALLY COAL, WILL BECOME MORE COMPETITIVE. ALREADY, ONE ELECTRIC UTILITY IN EASTERN KENTUCKY HAS EXPRESSED CONCERN IN THE REMOVAL OF THE RIVER OPTION FOR TRANSPORTING COAL SHOULD THE LOCKS BE UNAVAILABLE. AGAIN, I WOULD LIKE TO EMPHASIZE THE EXPRESSIONS IN THE 1980 GENERAL ASSEMBLY RESOLUTIONS. THE CORPS SHOULD BE CONSIDERING WAYS TO UPGRADE COMMERCIAL TRANSPORTATION RATHER THAN SUSPENDING THE OPERATIONS OF THE LOCKS AND THUS COMPLETELY ELIMINATING THIS POTENTIAL ECONOMICAL MEANS OF TRANSPORTATION. AS REPORTED BY THE GOVERNOR'S TASK FORCE ON TRANSPORTATION, "THE EFFICIENCIES OF WATER TRANSPORTATION ARE PASSED ON TO THE CONSUMER IN THE FORM OF LOW RATES, APPROXIMATELY 1/2 CENT PER TON MILE COMPARED TO 2.2 CENTS PER TON MILE FOR RAILROADS AND 10 CENTS PER TON MILE FOR MOTOR TRANSPORTATION...AND THAT NAVIGATION PROJECTS ARE INTERSTATE IN SCOPE AND THAT PEOPLE OVER A WIDE AREA BENEFIT FROM THEM - NOT JUST LOCAL COMMUNITIES WHERE THE PROJECT TAKES PLACE."

THERE ARE OTHER POTENTIAL IMPACTS SHOULD THE LOCKS' OPERATION BE SUSPENDED. THERE ARE OTHERS HERE WHO CAN ADDRESS THESE CONCERNS MORE COMPLETELY THAN I, BUT THEY GIVE ME GREAT CONCERN, AND I WANT TO MENTION THEM.

I REALIZE THAT ACCORDING TO THE PUBLIC NOTICE, THE CORPS INTENDS TO CONTINUE MAINTENANCE OF THE LOCK AND DAM STRUCTURES UNTIL PERMANENT DISPOSITION CAN BE DETERMINED. THE "PERMANENT DISPOSITION" COULD RESULT IN THE RECOMMENDATION FOR THE DISCONTINUANCE OF THE MAINTENANCE OF THE LOCKS AND DAMS. IF THE CORPS SHOULD STOP MAINTENANCE OF THE LOCKS AND DAMS, THE DAMS WOULD DETERIORATE AND THE LOSS OF THE EXISTING WATER POOLS IS INEVITABLE. SEVERAL MAJOR KENTUCKY

CITIES OR TOWNS OBTAIN THEIR WATER SUPPLY FROM THE POOLS IN THE KENTUCKY RIVER, THE LARGEST BEING THE KENTUCKY-AMERICAN WATER COMPANY WHICH SUPPLIES LEXINGTON AND ADJACENT AREAS. SHOULD THE EXISTING RIVER POOL BE LOST DUE TO LACK OF DAM MAINTENANCE, AND THE AREA EXPERIENCE A SEVERE DROUGHT, THE CITIZENS IN THESE KENTUCKY CITIES AND TOWNS MAY SUDDENLY EXPERIENCE A SERIOUS WATER SHORTAGE.

EVEN WITHOUT A DROUGHT, A LOSS OF EXISTING WATER POOL MAY HAVE A SIGNIFICANT NEGATIVE IMPACT ON THE QUALITY OF THE WATER SUPPLY TO OUR CITIZENS, DUE TO LACK OF WATER FOR DILUTION PURPOSES.

I WANT TO CLOSE BY AGAIN STATING HOW PREMATURE AND INCONSISTENT IT IS FOR THE FEDERAL GOVERNMENT TO BE FOUND IN THE POSITION OF CONDUCTING A FOUR-YEAR STUDY OF THE KENTUCKY RIVER TO ANSWER SOME UNKNOWN QUESTIONS, AND CONSIDERING THE SUSPENSION OF OPERATION OF LOCKS 5 THROUGH 14, BEFORE THE STUDY IS COMPLETED. AT LEAST, WAIT UNTIL THE END OF THE STUDY BEFORE YOU EVEN CONSIDER SUCH DRASTIC ACTION THAT WILL AFFECT SO MANY KENTUCKIANS, AND POTENTIALLY AFFECT CITIZENS OUTSIDE KENTUCKY SHOULD THE COMMERCIAL USE OF THE KENTUCKY RIVER BECOME FEASIBLE.

GRAC

CORPS OF ENGINEERS PUBLIC MEETING  
CLOSING OF LOCKS 5-14, KENTUCKY RIVER  
JUNE 26, 1980

TESTIMONY OF JACKIE SWIGART  
SECRETARY, DEPARTMENT FOR NATURAL RESOURCES  
AND ENVIRONMENTAL PROTECTION

COLONEL NACK, LADIES, AND GENTLEMEN. MY NAME IS  
JACKIE SWIGART. I AM THE SECRETARY OF THE KENTUCKY DEPARTMENT  
FOR NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION. SINCE  
YOU HAVE HEARD (AND WILL HEAR) TESTIMONY FROM OTHER STATE  
OFFICIALS CONCERNING THE POTENTIAL EFFECTS OF THIS PROPOSAL  
ON TRANSPORTATION, INDUSTRIAL DEVELOPMENT AND COMMERCE, I WILL  
CONFINE MY REMARKS TO AREAS OF NATURAL RESOURCES, PRESERVATION,  
ENHANCEMENT AND ENVIRONMENTAL PROTECTION.

FIRST, I WOULD STRESS MY CONVICTION THAT YOUR PROPOSAL  
TO DISCONTINUE LOCKING OPERATIONS ON LOCKS 5 THROUGH 14 HAS  
RAMIFICATIONS FAR BEYOND THE MERE LOCKING OF CRAFT (BE THEY  
PLEASURE CRAFT OR COMMERCIAL CRAFT) PAST ONE OR MORE OF THE  
DAMS.

I BELIEVE THAT TO SO VIEW THIS PROPOSAL WOULD BE EXTREMELY SHORTSIGHTED AND COULD LEAD TO A DECISION WHICH WOULD PRECIPITATE OTHER DECISIONS THAT WOULD PROVE DISASTEROUS TO THE ECONOMIC, NATURAL AND HUMAN ENVIRONMENT OF THE KENTUCKY RIVER BASIN. IN ORDER TO BE REALISTIC AND PRUDENT, WE MUST CONSIDER THAT THE CORPS OF ENGINEERS' RETREAT FROM THEIR ESTABLISHED RESPONSIBILITY FOR OPERATING THE NAVIGATION LOCKS WILL LEAD TO A FURTHER RETREAT FROM THE FEDERAL MAINTENANCE OF THE NAVIGATION DAMS RESULTING IN THEIR INEVITABLE DETERIORATION AND THE FAILURE OF SOME OR ALL OF DAMS AND LOSS OF THE EXISTING NAVIGATION POOLS.

COLONEL NACK, AS YOUR OFFICE NOTED IN THE RECENTLY RELEASED "STATE I WORK PLAN FOR SURVEY INVESTIGATION, KENTUCKY RIVER AND TRIBUTARIES", THE KENTUCKY RIVER IS THE PRIMARY SOURCE OF MUNICIPAL AND INDUSTRIAL WATER USED IN THE BASIN. THE NAVIGATION POOLS FURNISH THE SUPPLY OF RAW WATER FOR SEVERAL RURAL SYSTEMS AND SELF-SUPPLIED INDUSTRIES IN

ADDITION TO BEING THE PRINCIPAL SOURCE FOR THE CITIES OF  
BEATTYVILLE, IRVINE, WINCHESTER, RICHMOND, LEXINGTON, LANCASTER,  
NICHOLASVILLE, WILMORE, HARRODSBURG, VERSAILLES, LAWRENCEBURG,  
AND FRANKFORT. STUDIES CONDUCTED BY THE DEPARTMENT FOR  
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION IN THE EARLY  
1970s IDENTIFIED A POTENTIALLY CRITICAL WATER SUPPLY SHORTAGE  
ALONG THE MAIN STEM KENTUCKY RIVER IN THE EVENT OF A REOCCURENCE  
OF HISTORICAL DROUGHTS. THE SPECIAL REPORT, "WATER SUPPLY  
ALTERNATIVES TO RED RIVER LAKE" PREPARED BY YOUR OFFICE AND  
DATED JANUARY 1978 EXPANDED ON PAST STUDIES AND QUANTIFIED THE  
SEVERITY OF THIS PROBLEM. THAT STUDY CONCLUDED THAT SHOULD  
THE 1930 DROUGHT RECUR, THERE WOULD BE A REQUIREMENT FOR  
16,000 ACRE-FEET OF SUPPLEMENTAL WATER SUPPLY IN STORAGE IN  
ADDITION TO THE NAVIGATION POOLS TO MEET PROJECTED DEMANDS.  
I WOULD EMPHASIZE THAT THESE REQUIREMENTS ARE BASED ON A  
HISTORICAL EVENT (THE 1930 DROUGHT) AND NOT ON A STATISTICALLY  
DERIVED CONDITION THAT HAS NOT, AND PERHAPS MAY NOT, OCCUR.

THE KENTUCKY RIVER POOLS ARE OF SINGULAR IMPORTANCE IN PROVIDING AN ADEQUATE SUPPLY OF WATER FOR MUNICIPAL, INDUSTRIAL AND OTHER USES IN THE BASIN. THE WATER IN THE KENTUCKY RIVER IS THE VERY LIFEblood OF THE BASIN; AND WITHOUT IT, THE ECONOMIC, SOCIAL AND ENVIRONMENTAL WELL-BEING OF THE BASIN IS THREATENED.

ADDITIONALLY, THE LOSS OF THE NAVIGATION POOLS WOULD UNDOUBTEDLY RESULT IN A SUBSTANTIAL DETERIORATION IN RIVER WATER QUALITY DURING LOW FLOW PERIODS. POLLUTANTS WOULD BE CONCENTRATED WITHOUT THE SUBSTANTIAL DILUTING EFFECT OF THE STORED POOL WATER. THIS WOULD RESULT IN DAMAGE TO THE STREAM ECOSYSTEM INCLUDING THE SUBSTANTIAL SPORT FISHERY NOW PROVIDED BY THE RIVER.

YOU ARE NOW LAUNCHING, THROUGH THE KENTUCKY RIVER SURVEY INVESTIGATION, A COMPREHENSIVE REVIEW OF THE WATER AND RELATED LAND RESOURCE NEEDS OF THE KENTUCKY RIVER BASIN, INCLUDING WATER SUPPLY, NAVIGATION, RECREATION, FLOODING AND HYDROLOGY.



I BELIEVE THAT IT IS EXTREMELY UNWISE TO FINALIZE A DECISION ON THE LONG-ESTABLISHED SERVICE (LOCKING OPERATIONS AT LOCKS 5 THROUGH 14) AT LEAST UNTIL THE SURVEY INVESTIGATION HAS BEEN COMPLETED AND SUBJECTED TO THE BROADEST POSSIBLE REVIEW WITH THE BENEFIT OF FULL PUBLIC PARTICIPATION. I UNDERSTAND THAT THIS SURVEY IS SCHEDULED FOR COMPLETION DURING FISCAL YEAR 1984 AND WOULD STRONGLY URGE THAT THIS DECISION BE HELD IN ABEYANCE UNTIL THAT TIME.

I HAVE PURPOSEFULLY KEPT MY REMARKS TONIGHT BRIEF SO AS TO NOT INFRINGE ON THE OPPORTUNITY FOR THESE MANY CITIZENS WHO ARE GATHERED HERE TO SPEAK. I WOULD, HOWEVER, STRESS MY CONVICTION, AND THAT OF THE DEPARTMENT FOR NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION, THAT IT WOULD BE IN TOTAL OPPOSITION TO THE PUBLIC INTEREST TO DISCONTINUE LOCKING OPERATIONS AT LOCKS 5 THROUGH 14 ON THE KENTUCKY RIVER.

COL Thomas P. Nack  
U.S. Army Corps of Engineers  
Louisville District

Kentucky-American Water Company is the largest single supplier of water in the central Kentucky area, supplying in excess of 30 million gallons a day to the Lexington area. Our intake is located in Pool 9 and provides a water supply for customers that are located not only in Lexington but adjacent areas. The public notice dated 4/1/80 specifically refers to three points. No. 1, discontinuance of locking operations for Locks 5 through 14. No. 2, discontinuance of maintenance dredging above Lock 4. No. 3, permanent disposition of lock and dam structures. Accordingly, Kentucky-American Water Company wishes to respond as follows regarding its position on these three items.

No. 1, we do not anticipate that the discontinuance of the operation of the locks for navigational purposes will have an adverse effect on our ability to obtain water in sufficient quantities through our intake located in Pool No. 9.

No. 2, the discontinuance of maintenance dredging of the pool should definitely be reconsidered. It is not sufficient to simply maintain the existing pool level. The depth of the pool is of significant importance to us in the water supply industry. This will ensure sufficient quantities of water and an acceptable quality for public supply.

No. 3, regarding the permanent disposition of the lock and dam structures. It is the position of Kentucky-American Water Company that these structures must be maintained. Maintenance of these structures will ensure residents of central Kentucky area, as well as water supply facilities, of continued protection from flooding as well as sufficient quantities of water which are of an acceptable quality for public water supply.

It is obvious that any change being considered which will create any change in either quality or quantity of water in the Kentucky River as it relates to public water supply will receive the upmost attention of Kentucky-American Water Company and we likewise request the Corps of Engineers to evaluate any action they are or may be considering in this same context.

ROBERT EDEN  
KENTUCKY-AMERICAN WATER COMPANY

STATEMENT  
OF  
EAST KENTUCKY POWER COOPERATIVE, INC.

AT THE PUBLIC HEARING ON JUNE 26, 1980  
PERTAINING TO THE INTERIM CLOSING  
OF LOCKS 5 THROUGH 14 ON THE  
KENTUCKY RIVER AS PRESENTED BY MANLEY COMBS  
*Vice President + Asst General Manager*

East Kentucky Power Cooperative is a generation and transmission cooperative with Headquarters in Winchester, KY and provides wholesale power service to 18 member distribution cooperatives and their over 250,000 consumers in 89 counties in eastern and central Kentucky.

EKP is very much interested in and concerned about the possibility that maintenance and operation of Locks 5 through 14 may be discontinued. These concerns were expressed in a letter dated April 29, 1980 to Col. Thomas P. Nack of the Corps of Engineers.

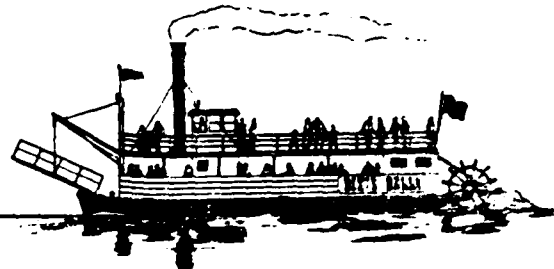
A change in the pool level above Lock 10 would seriously affect the water supply for our 176 MW Dale Generating Station at Ford, KY. Also, it will significantly affect the water supply for our proposed 1200 MW J. K. Smith Station near Trapp, KY.

The elimination of the maintenance and operation of Lock 10 would cause significant capital and operating costs to EKP. Preliminary estimates indicate additional capital costs of 2 to 10 million dollars at our Dale Station and approximately \$2,000,000 at the proposed J. K. Smith Station. In addition, significant, but as yet undetermined, operating costs would be incurred, all of which would add to the cost of electric service to the 250,000 rural electric consumers in the area.

In past years, EKP has received coal by barge at the Dale Power Station. EKP does not presently receive coal by barge on the Kentucky River nor are there any current plans to do so. However, due to ever-changing coal availability, market conditions, and existing transportation system adequacy, it is considered very desirable to maintain barging options at both Dale Station and the proposed J. K. Smith Station so as to utilize the available coal in the Kentucky River basin area.

Prior to July 26, EKP will be submitting a document to the Corps of Engineers officially stating our position and addressing the items outlined in our April 29 letter along with others that may have since come to our attention.

## *Kentucky River Excursions, Inc.*



Fort Boonesborough State Park  
Route 5 Richmond, Kentucky 40475  
606 527-3131 Extension 48

June 26, 1980

Colonel Thomas P. Nack  
District Engineer, Corps of Engineers  
Department of the Army  
Louisville District Corps of Engineers  
P. O. Box 59  
Louisville, Kentucky 40201

Dear Colonel Nack:

As the president of Kentucky River Excursions, Inc., which operates the 150 passenger sternwheel excursion boat Dixie Belle at Fort Boonesboro, Kentucky, I would like to state that the closing of the locks will have a devastating effect upon our business.

We may be forced to close our business entirely, with a loss of thousands of dollars and a jobs loss for 10 employees.

The Corps states in its Bulletin of April 1, 1980 "that there is no commercial navigation above lock #4," the implication being there is no commercial use of the river upstream of lock #4. We feel this is an unfair statement and would like it read into the record that there is a commercial boat operating in pools #7, #8 and #9. The Corps classifies the Dixie Belle as recreational traffic and yet the U. S. Coast Guard classifies the Dixie Belle as a commercial passenger vessel with right of way in all situations over recreational and all towing vessels.

There is commercial traffic above lock #4 and our income and the economic activity and the jobs we create are just as important to us, our employees, suppliers and customers as the towing companies.

T E S T I M O N Y

BEFORE: UNITED STATES CORPS OF ENGINEERS (PUBLIC HEARING)  
CONTINENTAL INN - LEXINGTON, KENTUCKY

DATE: JUNE 26, 1980

MY NAME IS R. W. WILKINS, AND I AM EXECUTIVE DIRECTOR OF THE KENTUCKY WATERWAYS ASSOCIATION. I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TO GIVE TESTIMONY AS TO THE POSTURE OF THE ASSOCIATION IN RELATION TO THE KENTUCKY RIVER.

THIS IS A VOLUNTARY ASSOCIATION WITH PROGRAMS ORIENTED TO THE DEVELOPMENT OF ALL OF KENTUCKY'S WATERWAYS. ITS MEMBERSHIP REPRESENTS VARIOUS TYPES OF INDUSTRIES, BUSINESSES AND FINANCIAL INSTITUTIONS; ALL OF WHICH HAVE A MUTUAL CONCERN FOR THE ECONOMIC GROWTH OF THE COMMONWEALTH.

WE DO URGE THE CORPS OF ENGINEERS TO CONTINUE OPERATIONS AND MAINTENANCE OF LOCKS 5 THROUGH 14, BUT TO PLACE MORE EMPHASIS ON ADDITIONAL LOCKS UPSTREAM ON THE KENTUCKY RIVER AS FAR AS JACKSON, KENTUCKY. WE DO HEREBY REQUEST THE CORPS OF ENGINEERS TO MAKE A FEASIBILITY STUDY OF CHANNELIZING WITH ADDITIONAL LOCKS AS FAR UPSTREAM AS JACKSON, BASED ON A COST BENEFIT RATIO. WHEN THIS IS DONE, YOU WILL FIND THAT THE BENEFITS WILL OUTNUMBER THE COSTS. THE BOTTOM LINE BENEFIT WILL BE TO HELP SOLVE THE NATION'S ENERGY SHORTAGE. THE RATIONALE FOR THIS CAN BE SUMMED UP BY STRESSING "ENERGY AND ECONOMIC GROWTH." WE ARE ALL AWARE OF THE WORLD-WIDE ENERGY CRISIS. IT HAS BEEN SAID THAT KENTUCKY IS THE "SAUDI ARABIA" OF THE COAL INDUSTRY, AND THAT COAL IS OUR IMMEDIATE AND LONG-RANGE SOLUTION TO THE ENERGY CRISIS IN THIS COUNTRY.

IN ESSENCE, PRESIDENT CARTER HAS SAID (ON MANY OCCASIONS) THAT IN ORDER FOR THE UNITED STATES TO MEET ITS ENERGY NEEDS, IT WILL HAVE TO DOUBLE ITS PRODUCTION OF COAL BY 1990.

IT IS ESTIMATED THAT KENTUCKY CONTAINS APPROXIMATELY FOUR HUNDRED YEARS' SUPPLY OF COAL. THE PROBLEM WITH WHICH WE ARE FACED IN THE PRODUCTION OF COAL, NOW AND IN THE FUTURE, IS INSURING EFFICIENT AND INEXPENSIVE TRANSPORTATION.

A RECENT SPECIAL SEGMENT OF AN NBC NEWS REPORT PERTAINED TO CHEAP COAL/HIGH TRANSPORTATION COSTS. THE REPORT REFERRED TO WESTERN UNITED STATES COAL AREAS, WHERE ONLY ONE MODE OF TRANSPORTATION WAS AVAILABLE. THE COST OF COALS AT THE MINES WAS \$7.00 PER TON. WHEN IT REACHED ITS FINAL DESTINATION IN TEXAS, THE COST HAD RISEN TO \$28.00 PER TON.

I NEED NOT REMIND YOU OF THE LOW COST OF RIVER TRANSPORTATION VERSUS OTHER MODES OF TRANSPORTATION. THE ASSOCIATION FEELS THAT BY CREATING ADDITIONAL LOCKS AND CHANNELIZING THE KENTUCKY RIVER TO JACKSON .... KENTUCKY WOULD BE TAKING A GIANT STEP FORWARD FOR MANKIND; THUS MEETING ITS TRANSPORTATION NEEDS AND MAKING IT A COMPETITIVE STATE.

WHEN THIS DEVELOPMENT COMES ABOUT, ECONOMIC GROWTH CERTAINLY WILL FOLLOW. WITH THE SUPPLY OF COAL NOW AVAILABLE IN KENTUCKY, WE OWE IT TO OURSELVES (AND TO FUTURE GENERATIONS) TO PRODUCE THIS MINERAL AND EXPEDITE IT IN ORDER TO MEET OUR NATION'S ENERGY CRISIS.

I FEEL I SHOULD ADD ANOTHER POINT ... ONE THAT AFFECTS MANY TOWNS, THOUSANDS OF ACRES OF LAND ANY MANY PEOPLE ... THAT IS FLOOD CONTROL! IT IS MY UNDERSTANDING THAT IF WE HAD ADDITIONAL UPDATED LOCKS, WE WOULD NOT HAVE (IN THE FUTURE) THE FLOODING DAMAGE THAT HAS BEEN EXPERIENCED IN PAST YEARS.

THEREFORE, THE KENTUCKY WATERWAYS ASSOCIATION REQUESTS THAT THE CORPS OF ENGINEERS GIVE ITS UTMOST CONSIDERATION TO THE AFOREMENTIONED PROPOSALS.

THANK YOU ....

STATEMENT ON THE PROPOSED PLAN TO CLOSE THE KENTUCKY RIVER  
LOCKS

Nancy H. Farmer  
Ravenna, Kentucky

Having grown up in Beattyville and Ravenna, I can testify that the Kentucky River has had a major influence on my life. Not only has the river provided a consistent source of water for every day use, but it has also been a source of recreation and of devastation for my community. I am seriously concerned about the Corps of Engineers plan to close the locks on the upper part of the river because serious consequences of such action could occur in the near future. Having personally observed the poor condition of locks 8 - 14 with leaks, concrete erosion, warping, and silting, resulting from poor past maintenance, all taking a heavy toll, I fear that major dam breaks will result if preventative measures are not constantly employed. The Corps' plans make no provision for such needed care - now or in the future. Major dam breaks could seriously lower the water level, endangering water supplies for all the towns along the stream. Drastic fluctuations in water level, whether through flooding or reduction of flow, can traumatize the established river ecosystem. Has the Corps completed environmental impact studies to reveal potential problem areas after their proposed pull-out?

My science and biology students study water as a valuable resource whose purity must be guarded and whose wise use must be planned and regulated for the future. The Corps of Engineers' withdrawal plan again demonstrates government commitment only to expediency - not people - and dramatically points out the lack of concern for the future needs of this region of Kentucky. Before the Corps leaves us, I sincerely hope that it will survey the area's potential for development of industry and recreation and will propose alternative solutions to perceived problems. Public tax dollars could be better spent investing in a new system of dams to provide flood control, navigation channels, recreation facilities, hydroelectric capability, and an insured water supply than in merely maintaining the status quo; however, to this point, the Corps has proposed no such alternatives.

Last summer, as we drove through both Tennessee and Arkansas, my husband and I marveled at the development of the river and lake systems in those states, noting not only the beauty of such areas but also the availability of the areas for public use. On the upper Kentucky River, public ramps and parking areas are poorly constructed and maintained or nonexistent. Does our region not deserve wise development instead of disaster? I urge the Corps of Engineers to reconsider their plan to close the locks and withdraw from our area, and I further urge them to develop alternative plans which will protect and enlarge our water resources.

*Joe E. Mellen*  
*988 Turkey Foot Rd.*  
*Lexington, Ky. 40502*

June 17, 1980

Col. Thomas P. Nack  
Dept. of the Army  
Louisville District Corp of Engineers  
P.O. Box 59  
Louisville, Kentucky 40201

Dear Sir:

One of the prime reasons for wanting to close locks on the Kentucky River seems to be the fact that traffic has declined in recent years.

Since I have been boating on the Kentucky since 1956, I have noticed a marked decline in attitude on the part of many of the lockmasters toward pleasure boats. They seem to think that they are doing us a favor by working instead of being grateful to have a job.

You have changed the hours so that it is difficult to use the river to its fullest and more often than not, one or more of the locks are out of commission during the summer.

It has been years since the river has been dredged so that it is safe to boat on. You only recently removed some of the derelict barges from the Camp Nelson area and this was only done after the demise of this lovely recreation area.

More often than not, a boater has to climb the lock wall to find a lockman to operate the lock. They never seem to hear a boat horn.

We boaters are fearful to say anything to lockmasters since we must go back through the lock and an angry lockmaster can give a boater a hell of a rough time if he so desires.

EXHIBIT 12



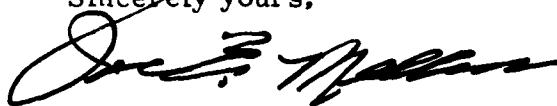
Page Two

Some lockmen are extremely good, such as Robert Smith, and some would be fired in thirty minutes if working for private industry.

The above is my feeling as a boater. There are many other points to be considered before closing the locks such as future commerce, water supply, historical values that I hope someone else will bring to your attention.

Thank you very much for your consideration of this matter. We have a beautiful river which if properly maintained can be a real boon to recreation, industry and the economy.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Joe E. Mellen", written in a cursive style.

Joe E. Mellen

LIST OF REGISTERED ATTENDANCE - PROPOSED CLOSURE OF LOCKS  
KENTUCKY RIVER PUBLIC MEETING, LEXINGTON, KENTUCKY, 26 JUNE 1980

<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Abbott, James Wesley Student	Route 4 Harrodsburg, KY 40330	Self
Abshear, Moss Water Plant Supt.	RR#2 Nicholasville, KY 40256	City of Nicholasville
Adams, Carolyn Chandler Boatowner	100 Peachtree Drive Richmond, KY 40475	Lexington Yacht Club
Adams, Dubree	P.O. Box 106 Frankfort, KY 40602	Self
Adams, Paul J. Boatowner	100 Peachtree Drive Richmond, KY 40475	Lexington Yacht Club
Allen, William J.	3430 Coldstream Ct. Lexington, KY 40502	Self
Allen, William Mark Welder, Rockwell Int.	Rte 5, Box 227B Richmond, KY 40475	Self
Allman, Ruth Marion	Rte 4 Winchester, KY 40391	Self
Amster, Betsy M.	Richmond, KY 40475	Self
Amster, Henry M. Farmer	Route 5 Richmond, KY 40475	Whitehall Water District
Anderkin, Ed	1047 Fontaine Rd. Lexington, KY 40502	Self
Anderkin, Geneva	1047 Fontaine Rd. Lexington, KY 40502	Self
Anderson, Ethel J.	Nicholasville, KY 40356	Self
Anderson, William Herschel	Nicholasville, KY 40356	Self
Arvin, Diane	Irvine, KY 40336	Self
Arvin, Dwight Edward	Irvine, KY 40336	Self
Bailey, Donald J.	P.O. Box 337 South Point, OH 45680	Self

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KENTUCKY RIVER PUBLIC MEETING, LEXINGTON, KENTUCKY, 26 JUNE 1980

<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Bailey, Donald John		
Baker, Wayne	Kentucky Avenue Frankfort, KY 40601	Bellpoint Boat Club
Ballman, Charles E.	Lexington, KY 40511	CofE, Lock 9
Barrows, Jean Smith Teacher	Rte 1, McCrackan Pike Versailles, KY 40383	Self
Barrows, Joseph H. State Representative	106 Court St. Versailles, KY 40383	56th District
Beach, C., Jr.	Beattyville, KY 41311	Self
Begley, Clarence M.	Beattyville, KY 41311	Beattyville Kiwanis
Bell, Kenneth E.	Boonesboro Boat Club	
Bennett, Shirley M. Construction Worker	204 Sixth St. Ravenna, KY 40791	Self
Bentle, Julie Ann Student	Rte 5, Box 136 Falmouth, KY 41040	Kentucky Junior Historical Soc.
Bernstein I. Water Resources Planner	36 East 4th St. Cincinnati, OH 45202	Ohio River Basin Commission
Blackford, Nancy O.	Lexington, KY 40511	Self
Blackford, William B., Jr. Farmer	5158 Winchester Rd. Lexington, KY 40511	Self
Blair, Kenneth D. Planner	P.O.Box 986 Hazard, KY 41701	KY River Area Develop. Dist.
Blanton, Larry E. Exterminator	443 S. Maple Winchester, KY 40391	Self
Bodine, Jack B. Business Owner	USPS Lexington, KY 40505	USPS
Bodine, Jean Amato	Lexington, KY 40503	Lex. Yacht Club

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Name and Title	Address	Organization Represented or Subject of Interest
Boone, Norma J.	738 Bishop Dr. Lexington, KY 40505	Self
Bowen, John N., Jr. Engineer-Maintenance	341 Glendale Ave. Lexington, KY 40505	General Tele. Co. of Kentucky
Bowen, Katherine W.	341 Glendale Ave. Lexington, KY 40505	Self
Bowman, S. N. Photographer	525 W. Broadway Louisville, KY 40202	C-J & Times Photo Dept.
Boyken, Stuart F. Lock & Dam Operator	Star Route Irvine, KY 40336	CofE, Lock 13
Bradley, Lewis P. Farmer	36 Mockingbird Valley Winchester, KY 40391	Self
Brady, Dana P.	Rte 7-Big Eddy Road Frankfort, KY 40601	Self
Brady, Jack	903 Loc. Rd. Frankfort, KY 40601	Self
Brandenburg, Douglas County Judge/Executive	Box G Beattyville, KY 41311	Lee Co. Fiscal Court
Breckenkamp, B.	66 Locust Dr. Winchester, KY 40391	Self
Breckenkamp, R. H. Engineer	P.O. Box 707 Winchester, KY 40391	East KY Power Co-op
Brooks, Phillip Allen	318 Rose St. Lexington, KY 40508	Self
Brown, Mrs. W. L. Lyons	Louisville, KY	Nature Conservancy
Brown, Naomi Gritton	Box 188 Lawrenceburg, KY 40342	Anderson Co. Conserv. Dist.
Brown, Stuart Edmond II Student	Clifton Versailles, KY 40383	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Bryant, Jesse T.	3400 Lansdowne Dr. Lexington, KY 40502	Self
Bryant, Robert Lynn	328 Holiday Road Lexington, KY 40502	Self
Bryant, William S. Chairman	71 Dudley Rd. Edgewood, KY 41017	Kentucky Chapter The Nature Conservancy
Buchwald, Martha Ann Bookkeeper	210 Briar Cliff Frankfort, KY 40601	Art's Elec. Co.
Buntin, Robert H. Area Coordinator	Nat'l Guard Armory Parker's Mill, Airport Rd Lexington, KY 40504	KY Disaster and Emergency Svcs.
Bush, Janice H. Teacher	Irvine, KY 40336	Self
Bush, Kenneth Eugene President	127 Broadway Irvine, KY 40336	Estill Federal S&L
Calvert, Davin Lee	Lot 115, Elkhorn Mobile Homes Frankfort, KY 40601	Self
Campbell, John W. Carpenter	Rte 5, Box 2009 London, KY 43140	Self
Campbell, Mary D. Diver	P.O. Box 140 Frankfort, KY 40602	Commercial Divers, Inc.
Canfield, Max M. Mechanic	Rte 7 Richmond, KY 40475	Self
Canfield, Mr. & Mrs. Maurice	8625 Beach Road Lexington, KY 40511	Lexington Yacht Club
Carey, Dalton L. City Commissioner	Harrodsburg, KY 40330	Harrodsburg City Comm.
Carey, Mary Ann	602 Greendriar Harrodsburg, KY 40330	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Carleton, Hope, Jr.	Rte 5 Frankfort, KY 40601	Fish & Wildlife
Carlisle, Robert Griffin Vice President	840 Licking Pike Wilder, KY 41071	Greater Cincinnati Marine
Carr, Charles W. Mayor	Harrodsburg, KY 40330	City of Harrodsburg
Carr, Lynda L.	Harrodsburg, KY 40330	Self
Carter, Bernie T.	204 Montgomery Ave. Frankfort, KY 40601	Self
Cheap, Doris Phelps	Flemingsburg, KY 41041	Self
Cheap, John William Auto Dealer	Rte 3 Flemingsburg, KY 41041	Self
Chinn, George Morgan Dep. Dir., Historical Soc.	Rte 4 Harrodsburg, KY 40330	Shaker Bend Boat Club
Chmiel, Clara A.	2809 Winter Garden Dr. Lexington, KY 40502	Kentucky River Property
Chmiel, Leonard S Farmer	General Delivery Pryse, KY 40471	Self
Christian, Joe E.	13 Lake View Winchester, KY 40391	Self
Clark, Paula Eugenie Student	5 Admiral's Landing Frankfort, KY 40601	Self
Cole, Eldred E.	Lexington, KY 40503	Self
Cole, P. Jeannette	504 Severn Way Lexington, KY 40503	Self
Coleman, Elizabeth E.	Rte 7 - Big Eddy Frankfort, KY 40601	Self
Collis, Foster, Jr. Attorney	P.O. Box 707 Winchester, KY 40591	East Kentucky Power Co-op

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<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Collis, Kalitsa T.	Lexington, KY	Self
Colyer, Howard L. Executive Director	101 W. Irvine St. Richmond, KY 40475	Richmond Chamber of Commerce
Colyer, Neale L. Secretary, Chamber of Com.	101 W Irvine St. Richmond, KY 40475	Richmond Chamber of Commerce
Combs, Christine S.	Lexington, KY	Self
Combs, David W. Captain, Dixie Belle	Rte. 5 Ft. Boonesboro, KY 40475	KY River Excur.
Combs, Manley Vice Pres/Ass't Mgr	Box 207 Winchester, KY 40391	East Kentucky Power Coop.
Combs, Shelby Mayor	North Main Street Nicholasville, KY	City of Nicholasville
Congleton, G. P.	Beattyville, KY 41311	Kiwanis
Congleton, Jane R.	Versailles, KY 40383	Self
Congleton, Lucien H. President	Clifton, KY 40383	W. T. Congleton Company
Conley, Patrick C.	Airport Road Lexington, KY 40504	Self
Coomer, Silas	RR#4 Lancaster, KY 40444	Self
Coomer. Mary F.	RR#4 Lancaster, KY 40444	Self
Courtney, Gerald Wayne Student	Box H Frankfort, KY 40002	KY Jr. Histor. Society
Courtney, Kimberly A. Student	Rte 1, Box 212 Berry, KY 41003	Kentucky Junior Historical Soc.
Cox, Karen J. Teacher	Rte 2 Versailles, KY 40383	Self

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<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Crabtree, Steven C. Campaign Consultant	P.O. Box H.R. Somerset, KY 42501	Harold Rogers for Congress
Cross, Jim L.	227 W. Hickman St. Winchester, KY 40391	KY River Excur.
Cross, Mary K. Business Mgr.	227 W. Hickman St. Winchester, KY 40391	Kentucky River Excursions, Inc.
Crouse, John Meade Civil Engineer	343 Waller Ave. Lexington, KY 40504	Booker Assoc.
Crump, Lawrence M.	247 N. Mill St. Lexington, KY 40383	Self
Crump, Nancy S.	247 N. Mill Clifton, KY 40383	Buck Run
Cunningham, Wanda	Stanton, KY 40380	K.R.F.D.C.
Curlin, Beth Feature Editor	Irvine, KY 40336	Citizens Voice and Times
Dalton, Jessie R. Lockmaster	Rte. #5 Richmond, KY 40475	Waterways Mgt Br
Dance, Edward L. Chemist	861 Chestnut Dr. Frankfort, KY 40601	Self
Davis, John W. Builder & Developer	3347 Tates Creek Lexington, KY 40502	Landsdowne Co.
Davis, Rice City Commissioner	403 N. Central Ave. Nicholasville, KY 40356	City of Nicholasville
Day, Raymond Lee	619 Kent Drive Lexington, KY 40505	Boonesboro Boat Club
Day, Regina Secretary	619 Kent Drive Lexington, KY 40505	Boonesboro Boat Club
Distefano, Robert John Student	1706 Hill Rise Dr.-Apt 8 Lexington, KY 40504	Self



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<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Dorroh, Glenn U., Dr. Physician	Lexington Bd of Health Lexington, KY 405021	Lexington Board of Health
Downey, Paul	240 Boston Dr. Versailles, KY 40383	Self
Dozier, George S. Physician	3581 Harrodsburg Road Lexington, KY 40511	Self
Dozier, Suzanne P. Nurse	3581 Harrodsburg Road Lexington, KY 40511	Self
Durham, Ann L.	P.O. Box 148 Richmond, KY 40475	Self
Durham, Rowdall G. Wholesale Beer Dist.	Bel-Air Drive Richmond, KY 40475	Self
Durham, Russell L. Hydrologist	550 E. Main St. Cincinnati, OH 45202	Nat'l Weather Service
Durum, Barbara A.	900 Tearose Drive Lexington, KY 40504	Self
Durum, Chester B.	900 Tearose Drive Lexington, KY 40504	Self
Easter, Ron L.	Beattyville, KY 41311	Lee Co. Fisc.Ct.
Eastman, James A. Photogrammetrist	Frankfort, KY 40601	Frankfort Boat Club
Edens, Robert A. Vice Pres/Mgr.	2300 Richmond Rd. Lexington, KY 40502	KY-American Water Co.
Edwards, Vivian C., Jr. City Commissioner	102 Lineloni St. Nicholasville, KY 40356	City of Nicholasville
Engle, Mary Edith	1545 Lakewood Dr. Lexington, KY 40502	Lexington Yacht Club
Engle, William R. President	Lexington, KY 40502	Engle Construc. Company

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<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Engle, William R.	1545 Lakewood Drive Lexington, KY 40502	Self
Enochs, Kenneth R. Planner	P.O. Box 986 Hazard, KY 41701	Kentucky River ADD
Evans, Herbert Dear	1892 Bowen Ct. Lexington, KY 40511	Self
Fallo, Glen Jay Environmental Specialist	407 Broadway Frankfort, KY 40601	Kentucky Nat. Res. Comm.
Farley, Elizabeth	1194 Octavian Way Lexington, KY 40502	Self
Farley, Raymond Retailer	1194 Octavian Way Lexington, KY 40502	Self
Farmer, Monte Ray Teacher	301 Sixth St. Ravenna, KY 40472	Estill County School System
Farmer, Nancy H. Teacher	301 Sixth St. Ravenna, KY 40472	BGADD THRAC
Farmer, Ralph H. Broker-Real Estate	#110 - 395 Redding Rd. Lexington, KY 40502	Self
Fausset, Debra R. Ass't Director	140 N. Senate Ave. Indianapolis, IN 46204	Indiana Junior Historical Soc.
Fielder, Robert L.	1609 Auburn Dr. Lexington, KY 40505	Self
Fitzpatrick, Jan	Lexington, KY 40502	Lex. Yacht Club
Fitzpatrick, Rusty B. Programmer Analysis	2228 Young Dr. Lexington, KY 40505	The Jockey Club
Foy, Anna O. Teacher	8637 Adams Road Lexington, KY 40504	Self
Foy, William S. Civil Engineer	8637 Adoims Rd. Lexington, KY 40511	Self

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KENTUCKY RIVER PUBLIC MEETING, LEXINGTON, KENTUCKY, 26 JUNE 1980

<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Frank, Allan W. Civil Engineer	1911 Oxford Court Lexington, KY 40504	Self
French, David F. Chief, Rec Ping Br	Corps of Engineers Louisville, KY 40201	CofE
Fries, T. James Chief, Planning Br.	950 Leestown Road Frankfort, KY 40601	Div. of Water Resources
Frye, Oliver W.	Winchester, KY 40391	Boonesboro Boat Club
Fugazzi, Fred E.	274 S. Hanover Ave. Lexington, KY 40502	Lexington Yacht Club
Gabbard, Jessie L.	Box S Beattyville, KY 41311	Self
Gaffield, Susan Rae Counseling Psychologist	2125 Winterberry St. Lexington, KY 40504	Self
Gaffield, Walter E. Planning, Const. & Maint.	12th Floor Capital Plaza Tower Frankfort, KY 40601	Dept. of Parks
Gardner, J. Lewis	Lexington, KY 40502	Self
Garner, Gordon R. Commissioner, Public Wks	133 Walnut Lexington, KY 40507	Lexington-Fayette Urban Co. Gov't
Garrett, David Wilson	915 Darley Dr. Lexington, KY 40505	Self
Geralds, Oscar H., Jr.	320 Mariemont Dr. Lexington, KY 40505	Self
Ghiringhelli, John R.	328 Ashmore Dr. Lexington, KY 40503	Self
Gibson, Charles E. Boat Dock Owner	Rte 4 Winchester, KY 40391	Self
Gilbert, George Freeman Physician	Lawrenceburg, KY 40342	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Gilbert, Linda C.	320 S. Main St. Lawrenceburg, KY 40342	B. G. Developmt.
Goin, Arthur F. Fielf Representative	400 E. Main St. Lexington, KY 40507	Congressman Hopkins
Gorman, Robert L. Dir. of Engineering	12 Fannin Court Frankfort, KY 40601	Kentucky Dept. Fish & Wildlife
Gossom, C. L. Sales Mgr.	First & River Road Louisville, KY 40203	Martin-Marietta Company
Graddy, William H.	Versailles, KY 40383	Self
Graham, Bruce M., Jr. City Manager	Box 12 Winchester, KY 40391	City of Winchester
Graham, William K.	208 Paul Sawyer Drive	Self
Grave, Shari C.	115 Myrtle Ave. Frankfort, KY 40601	WKED
Gravitt, Matilda Lab Tech.	2032 St. Michael Dr. Lexington, KY 40502	Self
Greene, Roger A. Lockmaster	High Bridge, KY 40333	CofE, Lock 7
Greenwell, Mary H. Ass't to Commissioner	State Dept. of Personnel Frankfort, KY 40601	Self
Grubb, Mary	Lexington, KY 40503	Self
Guess, Arnold F. Director, KY School Bd	Frankfort, KY 40601	Frankfort Boat Club
Gulley, Earl, Jr.	P.O. Box 207 Ravenna, KY 40472	CofE, Lock 12
Haggard, Albert B. Magistrate	Winchester, KY 40391	Clark County
Hammond, William K.	Harrodsburg, KY 40338	Self
Hancock, "Hank" C. M.	Frankfort, KY 40601	State Rep.

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Name and Title	Address	Organization Represented or Subject of Interest
Hancock, J. Pat	303 W. Third St. Frankfort, KY 40601	Self
Hancock, Susan S. Secretary	303 W. Third St. Frankfort, KY 40601	Self
Harable, Floyd	517 W. Maple St. Nicholasville, KY 40356	Self
Hardin, Charles M. Legislative Ass't	Capital Building Frankfort, KY 40601	Legislative Research Comm.
Hardy, Franklin E.	101 Main St. Irvine, KY 40336	Self
Hassall, Don R. Civil Engineer	3220 Nicholasville Rd. Lexington, KY 40503	Bluegrass Area Devel. Dist.
Haviland, Julie W. Leg. Research Comm.	Rte 7-Big Eddy Road Frankfort, KY 40601	Self
Herrick, Susan League Chairman	1709 Carolyn Drive Lexington, KY 40502	League of Women Voters
Hiler, Virginia E.	613 Folkstone Dr. Lexington, KY 40502	Kentucky River Property Owners
Hill, Tammy K. Student	214 Madison Ave. Richmond, KY 40475	Self
Hobson, Charles L. Attorney	P.O. Box 89 Frankfort, KY 40601	Frankfort Boat Club
Hoffman, Robert C. Coordinator	P.O. Box 1306 Lexington, KY 40590	Kentucky Rivers Coalition
Holman, Gloria J.	RR#4, Amster Grove Rd. Winchester, KY 40391	Boonesboro Boat Club
Holman, Phillip O.	RR#4 Winchester, KY 40391	Boonesboro Boat Club
Horton, Stephen T.	1125 W. Lexington Ave. Winchester, KY 40391	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Hosley, James H. Policeman	176 Rolling Acres Frankfort, KY 40601	Self
House, Hansel City Commissioner	300 Broadway Nicholasville, KY 40035	City Comm.
Houston, William O.	1825 Liberty Road Apt. 134 Liberty Arms Apts. Lexington, KY 40505	Self
Howard, David M. Machinist	513 Beech St. Versailles, KY 40383	Self
Howard, Kathy M.	Rte 4, Box 170 Winchester, KY 40391	Self
Howard, Michal	Lexington, KY 40504	Self
Howard, Vincent B. Landowner	P.O. Box 832 Versailles, KY 40383	Kiwanis Club
Howells, Howard H. Post Ofc. Employee	113 E. Broadway Harrodsburg, KY 40330	Shaker Bend Boat Club
Hozden, Clarence	836 Tremont Ave. Lexington, KY 40502	Self
Hudson, Mike Student	565 Sandalwood Drive Lexington, KY 40505	Kentucky Jr. Historical Soc.
Huelson, Fred R. Res. Mgmt.	1511 Cliffwood Drive Clarksville, IN 47120	CofE
Hunter, Joey R. Construction	Rte 4, Box 170 Winchester Boonesborough, KY 40391	Boonesborough Boat Club
Imes, Kenneth C. Commissioner	Dept. Natural Resources Capital Plaza Frankfort, KY 40601	Dept. Natural Resources
Isaacs, Margie T. Psychologist	2435 Heather Way Lexington, KY 40503	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Jackson, Donna D. Registered Nurse	P.O. Box 22052	Self
Jackson, Samuel Grant Director, KY Dept Educ	P.O. Box 22052 Lexington, KY 40502	Self
Johnson, Pamela H.	Rte 2, Mundays Landing Versailles, KY 40383	Self
Johnson, Ralph E.	Versailles, KY 40383	Self
Johnson, Susan Lyons	Box H Frankfort, KY 40602	Kentucky Hist. Society
Judd, Darlene H.	3314 Pine St. Cincinnati, OH 45244	Judd Marine
Judd, William F. Owner	3314 Pine St. Cincinnati, OH 45244	Judd Marine Svc
Karibo, Lou C.	600 Galaxie Dr. Lexington, KY 40502	KY Parks
Keating, James W. Florist	408 Main St. Ravenna, KY 40472	Ravenna GNHS
Keller, Fred M.	418 Adair Road Lexington, KY 40502	Lexington Yacht Club
Kelley, Carry G. Lee County Attorney	Box 11 Beattyville, KY 41311	Lee County
Kelley, John E. Owner	6483 Richmond Road Lexington, KY 40511	Clay's Ferry Boat Dock
Kennedy, Roger A.	2601 LeBlanc Court Louisville, KY 40206	Self
Kenton, William G. Speaker	3rd Floor-Capital Bldg. Frankfort, KY 40106	Kentucky House of Representatives
Kerlin, Diane	Frankfort, KY 40601	Self
Kincaid, Shelby Community Development	Beattyville, KY 41311	Lee County Fiscal Court

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Name and Title	Address	Organization Represented or Subject of Interest
Kinstle, Robert B.	1605 Cantrill Dr. Lexington, KY 40505	Self
Kirby, Harold N. A. County Judge/Exec.	Room 201 Court House Richmond, KY 40425	Madison Fiscal Court
Kirchoff, Richard Wm. Field Representative	400 E. Main St. Lexington, KY 40507	Congressman Larry Hopkins
Kocher, Charlie Greg Reporter	326 W. Walnut Danville, KY 40422	Advocate Mess.
Laney, Bill City Manager	517 N. Main Nicholasville, KY 40356	City of Nicholasville
Lange, Elmer E. Attorney	424 E. Short St. Lexington, KY 40504	Self
Larmour, John E. Water Qual. Supt.	2300 Richmond Road Lexington, KY 40504	KY-American Water Co.
Lee, Becker K.	Frankfort, KY 40601	Self
Lee, Elmer K. Boat Dock Operator	Rte 7 Frankfort, KY 40601	Self
Lewis, C. S. Realtor-Builder	5665 Haubner Rd. Cincinnati, OH 45239	Self
Lewis, Joey Rogers Diver	P.O. Box 140 Frankfort, KY 40602	Commercial Divers, Inc.
Loughridge, Nancy	217 South Ashland Lexington, KY 40502	Self
Loughridge, Swope	217 South Ashland Lexington, KY 40502	Lexington Yacht Club
Lovell, Evelyn F.	RR#3 Buck Run Versailles, KY 40383	Self
Lovell, Monty Joe City Commissioner	201 Broadway Richmond, KY 40475	Richmond City Commissioners



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Name and Title	Address	Organization Represented or Subject of Interest
Lucas, Barney C. Contractor	RR#4 Winchester, KY 40371	Lucas Company
Lucas, Dorothy B.	Rte 4 Winchester, KY 40391	Boonesboro Boat Club
Lynch, Joseph Allen Mechanic & Farmer	1809 N. Lime Lexington, KY 40505	Ditch Witch Trenching of KY
Lynch, Mary Ellen	437 <sup>2</sup> Todds Road Lexington, KY 40511	Self
Lynch, Thomas V. Farmer-Warehouseman	P.O. Box 151 Lexington, KY 40511	Winn Ave. Tobacco Whse.
Lynch, William J. Design Engineer	400 Logan St. Frankfort, KY 40601	KY Dept of Transportation
Lynch, Wm. Joseph II Student	617 Logan St. Frankfort, KY 40601	Self
Mainous, Mart Van Commonwealth Attorney	P.O. Box 35 Irvine, KY 40336	23rd Judicial District
Mallory, John	545 Glenbrook St. Lexington, KY 40505	Self
Martin, Robert R. State Senator	300 Summit Richmond, KY 40475	Self
Martin, Wm. H. III University Professor	Richmond, KY 40475	Nature Conservancy
Matthews, George Buchanan Civil Engineer	P.O. Box 863 Frankfort, KY 40602	Self
Maxim, William D. President	140 N. Senate Indianapolis, IN 46204	Indiana Jr. Historical Soc.
McClanahan, Ralph E. County Judge/Exec.	Irvine, KY 40336	Estill County
McClanahan, Ray A. Salesman	Boonesboro, KY	Boonesboro Boat Club

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Name and Title	Address	Organization Represented or Subject of Interest
McClintock, Luckie Lee Pipe Fitter	239 Southland Drive Lexington, KY 40503	Local 452 Plmbrs/Pipefit.
McCracken, Clarence Edw. Minister	264 Lafayette Pkwy. Lexington, KY 40504	Lafayette Nazarene Church
McDaniel, Marilyn L.	Rte 3 Versailles, KY 40383	Self
McDaniel, Thomas Lee Student	Route 3 Versailles, KY 40383	Self
McDaniel, William A.	Route 3, Clifton Versailles, KY 40383	Self
McEldred, Charles Gordon Auto Dealer	632 Shaftsbarg Ct. Lexington, KY 40505	Self
McLeith, James C.	2605 Chant. Ct. Lexington, KY 40509	Self
McQueen, Preston	150 Preston Ave. Lexington, KY 40502	Self
McQueen, Robert B.	Louisville, KY	Sen. Huddleston
Meade, William A. Contractor	3278 Elmhurst Ct. Lexington, KY 40502	Lexington Yacht Club
Meiners, Donald Karl	2243A Winterberry Dr. Lexington, KY 4504	Self
Mellen, Joe E.	288 Turkeyfoot Lexington, KY 40502	Self
Merritt, Pauline M.	#3, Box 130 Winchester, KY 40391	Self
Merritt, William E.	Winchester, KY 40391	Self
Metzmaier, Dorothy Student	101 Parkview Drive Campbellsville, KY 42718	Kentucky Junior Historical Soc.
Mills, Don	State Government Frankfort, KY 40601	Governor's Ofc

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Name and Title	Address	Organization Represented or Subject of Interest
Milton, Ruth Ann Student	Rte 5-Devils Hallow Rd. Frankfort, KY 40601	Self
Milward, Charles M. Civil Engineer	RR#3-Lillard's Ferry Rd. Versailles, KY 40383	Self
Miniard, Marjorie G. Dietician, UK	3519 Danada Drive Lexington, KY 40502	Self
Minks, Dennis E. City Engineer	315 W. Second St. Frankfort, KY 40601	City of Frankfort
Moberly, Harry State Representative	P.O. Box 721 Richmond, KY 40475	Commonwealth of Kentucky
Morehead, Robert E. Gen. Mgr.	751 River Road Hebron, KY 41048	Morehead Marine Service
Morris, Ron Vaughan Student	7055 Barth Ave. Indianapolis, IN 46227	Indiana Junior Historical Soc.
Morris, Walter C.	1932 Fontaine Rd. Lexington, KY 40503	Self
Mrs. Henry Graddy II	Versailles, KY 40383	Self
Mucci, Thomas Edward	Frankfort, KY 40601	Self
Neal, Kenneth Ray Carpenter	27 Taylor Ave. Winchester, KY 40391	Self
Newton, Floyd, Jr. Farmer	RR#2 Irvine, KY 40336	Self
Norton, Rick	Dept. of Parks Frankfort, KY 40601	Self
Oliver, A. Gene Attorney	3422 Bellefonte Lexington, KY 40502	Self
Orwin, Andrew Sean	Hope, IN 47248	Indiana Junior Historical Soc.

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Name and Title	Address	Organization Represented or Subject of Interest
Osborne, Nancy R.	Dept. Natural Resources Capital Plaza Frankfort, KY 40601	Dept. Natural Resources
Pace, Bess Neal	1446 Townly Drive Lexington, KY 40505	Self
Pace, Otis	1446 Townly Drive Lexington, KY 40505	Self
Parkey, Jack Business Manager	1493 Leestown Road Lexington, KY 40505	International Brotherhood of Elec. Workers
Parks, David Student	1232 Meadow Lane Frankfort, KY 40601	Self
Parks, Ellen R. Camping Director	1060 Cross Keys Rd. Lexington, KY 40502	YWCA
Parks, James Reporter	P.O. Box 22638 Lexington, KY 40522	Courier-Journal
Patterson, John James Firefighter	Rte 3, Fintville Road Camp Offut Versailles, KY 40383	Self
Penney, Nancy J.	826 Shelby St. Frankfort, KY 40601	Self
Perros, William S.	Route 1, Taylor Rd.	Self
Peters, Diana L. Infor. & Comm. Spec.	37 Cody Pass, Apt. A Frankfort, KY 40601	Dept. of Public Information
Phillips, Raymond A.	512 Lakeshore Lexington, KY 40502	Self
Pickett, Linville Restaurant Owner	RR#4 Winchester, KY 40391	Self
Powell, Antoinette Paris Librarian	3755 Leestown Rd. Lexington, KY 40511	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Powell, Benny S.	1079 Shakertown Road Danville, KY 40422	Self
Powell, David S. TV Engineer	3755 Leestown Road Lexington, KY 40511	WLEX-TV
Powell, Richard B., Jr. Engineer	2900 Yellowstone Pkwy.#98 Lexington, KY 40502	Self
Prichard, Lucy Elliott	Clifton Pike Versailles, KY 40383	Buckley Hills Audubon Society
Puckett, Nancy L.	Winchester, KY 40391	Self
Purdy, John William Farmer/Student	P.O. Box 106 Frankfort, KY 40601	Self
Pyles, Aaron E.	House of Representatives Washington, DC	Congressman Tim Lee Carter
Raider, George	Route #2 Versailles, KY 40383	Self
Rebmann, James Robert Senior Planner	227 N. Upper St. Lexington, KY 40509	Div. of Planning Urban Co. Govt.
Reed, E. Wayne	RR#4, Amster Grove Rd. Winchester, KY 40391	Boonesboro Boat Club
Reeder, Anne J.	3416 Lansdowne Dr. Lexington, KY 40502	Lexington Yacht Club
Reese, Wanda S.	Rte 4 Amster Grove Rd. Winchester, KY 40391	Boonesboro Boat Club
Reid, James G. Attorney	981 Fincastle Rd. Lexington, KY 40502	Self
Reid, Vickie D.	981 Fincastle Rd. Lexington, KY 40502	Self
Rhorer, Hugh F. Assembly Engineer	619 Silverleaf Dr. Lexington, KY 40505	Self

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Rhorer, John D. Power Plant Supvr.	108 Rolling Acres Nicholasville, KY 40356	Self
Rhorer, Marjorie P.	108 Rolling Acres Nicholasville, KY 40356	Self
Richardson, Paul W. State Representative	72 Milwood Winchester, KY 40392	Commonwealth of Kentucky
Ripley, Hazel O.	Lawrenceburg, KY 40342	Self
Ripy, Thomas B. President	Lawrenceburg, KY 40342	Lawrenceburg Transfer
Ritchey, Harold W. City Councilman	Court Street Lawrenceburg, KY 40342	City of Lawrenceburg
Robinson, Kenneth N.	RR#4 Harrodsburg, KY 40330	Self
Rodes, J. Waller III	1701 Woodlark Lexington, KY 40505	Boonesboro Boat Club
Roe, Roy L.	452 Carlisle Ave. Lexington, KY 40505	Self
Ruchman, Isaac Professor	University of Kentucky Lexington, KY	University of Kentucky
Rushbrook, Leland Social Worker	Box 683 Beattyville, KY 41311	Self
Russell, Kenneth D. CPT, State Police	P.O. Box 89 Frankfort, KY 40601	Frankfort Boat Club
Russell, Tom Fireman	615 Briar Cliff Frankfort, KY 40601	Self
Sawyer, Dave H. Consulting Engineer	972 Edgewater Drive Lexington, KY 40502	Lexington Yacht Club
Sawyer, Joanne W. Homemaker/Business	Lexington Yacht Club Lexington, KY 40502	Lexington Yacht
Saylor, Barbara M.	Frankfort, KY 40601	Self

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Saylor, Fremon	Beattyville, KY 41311	Lee Co. Sports- man's Club
Schapt, Lauren E. Wildlife Biologist	592 E. Main St. Frankfort, KY 40601	Kentucky Dept. Fish & Wildlife
Schneider, William L.	102 Yagerman Ct. #2 Lexington, KY 40508	Sierra Club
Scott, Carl H., M.D. Chairman	2130 Nicholasville Rd. Lexington, KY 49593	Lexington Fayette Board of Health
Shearer, David Pilot Towboat	American Elec. Power Winchester, KY 40391	American Electric Power
Shepard, Anne G.	Wilkinson St. Frankfort, KY 40601	Dreyer & Goedecke
Short, Evereti B.	Lot 56, University Park Richmond, KY 40475	Self
Shouse, Dan S. News Reporter	Perkins Bldg. Eastern Kentucky Univ.	WEKU-FM
Simpson, Jonathan Taylor Water Resource Spec.	950 Leestown Rd. Frankfort, KY 40601	Kentucky Div. of Water Res.
Skinner, Felix Contractor	151 Rugby Rd. Lexington, KY 40504	Self
Slone, Michael C. Student	1864 Nicholasville Rd. Lexington, KY 40503	Self
Smiley, Vyron A., Jr. Engineer	P.O. Box 546 Lexington, KY 40585	Howard K. Bell Corps Engineers
Smith, Ann	RD#4 Winchester, KY 40391	River View Marina
Smith, C. F.	Lexington, KY 40502	Frankfort Boat Club
Smith, Charles F. Jr.	Lexington, KY 40502	Self

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Name and Title	Address	Organization Represented or Subject of Interest
Smith, E. Whitfield	175 New Circle Rd, Lexington, KY 40505	Self
Smith, Veridite C Marina Operator	RR#4 Winchester, KY 40391	River View Marina
Snow, Lindsey A. Relations Mgr.	2300 Richmond Dr. Lexington, KY 40502	KY-American Water Co.
Souder, Cindy A. Secretary	RR#3 - Box 140 Rushville, IN 46173	Indiana Jr. Historical Soc.
Sower, John R. Mayor	1312 Lago Dr. Frankfort, KY 40601	Cty of Frankfort
Sparks, John M. State Policeman	RR#7 - River Valley Rd. Frankfort, KY 40501	Self
Spurlin, Robert D	Richmond, KY 40475	Self
Sternberg, Bill J. County Judge	P.O. Box 86 Harrodsburg, KY 40330	Mercer County Fiscal Court
Stevens, Hal D.	139 Lisa Ave. Danville, KY 40422	Self
Stinnett, Elbert Magistrate	Lawrenceburg, Ky 40342	Magistrate, District I
Stoncrook, Kevin P. Historian	Box 42 Greensboro, IN 47344	Indiana Junior Historical Soc.
Stone, Holly Reporter	Box 747 Winchester, KY 40508	Winchester Sun
Stonecipher, Don N.	Rte 5 Lexington, KY 40511	Lexington Yacht
Street, Dan L.	Lexington, KY 40502	Self
Strong, William H.	112 Overland - City Hall Richmond, KY 40475	City Commission
Sullivan, J. H. Water Supt.	302 W. 2nd St. Frankfort, KY 40601	Frankfort Elec. and Water



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Sullivan, Michael M. Banker	307 Paul Sawyer Dr. Frankfort, KY 40601	Self
Swartz, Robert T. Engineer	120 Wilson-Downing Rd. Lexington, KY 40503	Self
Sweeney, Earl Bruce	204 Spruce Drive Frankfort, KY 40601	Self
Sweeney, Judy A. Chemist	204 Spruce St. Frankfort, KY 40601	KY State Police
Swigart, Jackie Ann	DNR/EP Frankfort, KY 40206	DNR/EP
Tailor, Terry A. Reporter	509 Ellis Ct. Richmond, KY 40475	Lexington Leader
Terrill, Reva M.	Campton, KY 41301	Self
Terry, Don	Lexington, KY 40505	U.K. Stores
Thomas, John P. Salesman	Wilkinson St. Frankfort, KY 40601	Dreyer & Goedecke
Thompson, Leslie Dee Pilot-KY River	P.O. Box 101 Winchester, KY	Central Kentucky BL
Thompson, Robert M. City Councilman	423 South Main Lawrenceburg, KY 40342	Cty of Lawrenceburg
Toles, Connie J.	346 So. Broadway Pk. Lexington, KY 40504	Self
Toles, David Keith	371 Virginia Ave. Lexington, KY 40504	Self
Trimwell, Timothy A.	1105 N. Broadway Lexington, KY 40505	Self
Tripp, Monique T.	Lexington, KY 40506	Univ. of KY
Turner, Douglas N.	360 Redding Rd. Apt. 6 Lexington, KY 40502	Self

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Turner, Gardner L. Attorney	128 E. Vine St. Lexington, KY 40507	Self
Turner, James T.	Lexington, KY 40505	Self
Tylavsky, Frances Ann Dietician	1717 Normandy Rd. Lexington, KY 40504	Self
Vansant, Mason	KY Dept. of Commerce Capital Plaza Tower Frankfort, KY 40601	Port & River Development
Wade, Janet L.	Rte 3 Versailles, KY 40383	Self
Wade, Richard L. Postal Clerk	Rte 3 Versailles, KY 40383	Clifton Comm. Club
Wagers, Gardner D. County Judge/Executive	P.O. Box 5 Winchester, KY 40391	Clark County Fiscal Court
Wallace, Earl D. Chairman, Bd of Trustees	1211 Richmond Road Lexington, KY 40502	Shakertown at Pleasant Hill
Wallace, Mary Beth Student	Box 73 Greensboro, IN 47344	Indiana Jr. Hist. Society
Ward, Leslie Gayle	3402 Gingertree Circle Lexington, KY 40502	Self
Warhy, James E. City Manager	Box 250 Richmond, KY 40475	Richmond, KY
Weddle, Virgil R., Jr.	Richmond, KY 40475	Self
Welch, James G.	117 Showalter Dr. Georgetown, KY 40391	Self
Welch, Juanita L.	117 Showalter Dr. Georgetown, KY 40324	Self
Weldon, Timothy L. News	Bryan Road Lexington, KY 40505	WTVQ-TV

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<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Wells, James C. Owner	841 London Ave. Lexington, KY 40505	Boonesboro Boat Club
Wells, Lula B.	841 Loudon Ave. Lexington, KY 40505	Boonesboro Boat Club
Werff, Jan A. Research Analyst	Ft. Boone Plaza Frankfort, KY 40601	Kentucky Dept. of Tourism
West, Edwin G.	Box 21, Hickory Hills Richmond, KY 40475	Self
West, Eva W.	Box 21, Hickory Hills Richmond, KY 40475	Self
West, Julie D. Student	P.O. Box 21 Richmond, KY 40475	Self
West, Lin W. CPT, Dixie Bell	227 W. Hickman St. Winchester, KY 40391	Kentucky River Excursions, Inc.
Wharton, Mary E.	416 Fayette Park Lexington, KY 40508	Land & Nature Trust of the Bluegrass
Wheat, Julie Y. Dist. Representative	343 Wallen Ave. Lexington, KY 40504	Senator Wendell Ford
Whisman, Joseph R. Engr. Dept.	315 W. 2nd St. Frankfort, KY 40601	Frankfort Elec. and Water
Whitledge, Clarence E. Lockmaster	RR#2 Versailles, KY 40382	Corps of Engineers
Whitledge, Katherine Y.	RR#2 Versailles, KY 40383	Self
Wiglesworth, Jay Monette	Versailles, KY 40383	Self
Wilborn, W. Stephen State Representative	P.O. Box 545 Shelbyville, KY 40065	Commonwealth of Kentucky
Wilkins, R. W. Director	Eddyville, KY 41101	Kentucky Water- ways Assoc.

LIST OF REGISTERED ATTENDANCE - PROPOSED CLOSURE OF LOCKS  
KENTUCKY RIVER PUBLIC MEETING, LEXINGTON, KENTUCKY, 26 JUNE 1980

<u>Name and Title</u>	<u>Address</u>	<u>Organization Represented or Subject of Interest</u>
Williams, Ballard Truck Driver	Box 89 Frankfort, KY 40601	Frankfort Boat Club
Williams, John C. Professor of Biology	Eastern Kentucky Univ. Richmond, KY 40475	Eastern Kentucky Univ.
Wilson, Charles W.	738 Bishop Dr. Lexington, KY 40505	Self
Wilson, Russell	Beatyville, KY 41311	Lee Co. Fisc.Ct.
Withers, Elaine Vivian	512 Lakeshore Drive Lexington, KY 40502	Self
Wolfenbarger, Ed A.	Irvine, KY 40336	Self
Wood, Abbie S.	Shotwell Versailles, KY 40383	Self
Wood, G. Gilbert	Versailles, KY 40383	Self
Wright, Janet S. Geographer	Kingman Building Fort Belvoir, VA 22060	WRSC-IWR
Yeast, Charles E.	129 Aspen Dr. Harrodsburg, KY 40330	City of Harrodsburg
Young, Lundy Social Worker	Rte 4-Mt. View Estates Irvine, KY 40336	DHR BSS
Yount, Chris	Frankfort, KY 40601	Self
Yount, William D.	Frankfort, KY 40601	Y&L Marine RR Co

PUBLIC MEETING EXHIBITS IN BRIEF

Name	Date	Organization	Exhibits in Brief
Jack Parkey	6-16-80	International Brotherhood of Electrical Workers	Opposes action.
Griffin Carlisle	6-24-80	Greater Cincinnati Marine Service, Inc.	Opposes action.
William J. Allen	6-26-80	Lexington Yacht Club	Opposes action.
James W. Keating	6-26-80	Ravenna Greenhouse	Opposes action.
Unsigned	6-27-80	Serodino, Inc.	Opposes action.
Robert E. Morehead	6-25-80	Morehead Marine Service	Opposes action.
Donald R. Norris	7-21-80	East KY Power Company	Opposes action.
Harry B. Sipple, III	7-22-80	Opposes action.	
Robert C. Hoffman	None	KY Rivers Coalition	Opposes action.

THE FOLLOWING CITIZENS HAVE WRITTEN TO OPPOSE THE DISCONTINUANCE OF LOCKING OPERATIONS AT LOCKS 5 THROUGH 14 ON THE KENTUCKY RIVER

Mrs. Thurman R. Brown	7-26-80
Hal D. Bryan	6-16-80
Steve W. Burgin	6-25-80
Maurice M. Canfield, Sr.	6-25-80
George Clark	6-23-80
Bert M. Hook	6-24-80

# PUBLIC MEETING EXHIBITS IN BRIEF

Name	Date	Organization	Exhibits in Brief
Sam Jackson	6-26-80		
Thomas B. Ripy	6-24-80		
R. M. Thompson	6-26-80		
David W. Combs	6-26-80		
Ralph L. Dolan	7-2-80		
Marth Buchwald	7-19-80		
Mrs. W. L. Lyons Brown	6-26-80		

PUBLIC MEETING EXHIBITS IN BRIEF

Name	Date	Organization	Exhibits in Brief
Hon. Walter D. Huddleston	7-26-80	U. S. Senate	Supports continued funding for current operations.
Clyde P. Barnes	7-26-80	KY Department for Natural Resources and Environmental Protection	Supports continued operation.
Unsigned	None	KY Department of Tourism	Opposes action.
Lou Karibo, Commissioner	7-1-80	KY Department of Parks	Opposes action.
Hon. Joe Barrows	7-26-80	KY House of Representatives	Opposes action.
Richard G. Lewis	6-24-80	Winchester Municipal	Opposes action.
Bruce M. Graham	6-20-80	City of Winchester	Opposes action.
Dale Thoma	4-28-80	Lexington-Fayette Urban County Government	Opposes Action.
Cecil O. Morgan	6-25-80	Garrard County Conservation District	Opposes action.
Hon. H. W. Warford	6-26-80	Anderson County Judge/Executive	Opposes action.
Glenn U. Dorroh, M.D.	12-11-78	Lexington-Fayette County Board of Health	Concerned about water supply
Hon. Charles W. Carr	6-26-80	City of Harrodsburg	Opposes action.
Hon. Douglas Brandenburg	6-27-80	Lee County Judge	Opposes action.
Carl H. Scott, M.D.	7-1-80	Lexington Health Dept.	Opposes action.
Hon. John W. Gilles	6-26-80	City of Lawrenceburg	Opposes action.

**SECTION C**



## INTRODUCTION: SECTION C

Extensive region-wide attention was paid to the proposed action by the media. This section provides a list of the newspapers which covered the story (note: some papers carried more than one-story on a given date). Twenty newspapers with a combined circulation of approximately 630,000 discussed the action and the issues associated with it. Fifteen radio stations and five television stations, including the Kentucky Radio Network (Louisville) and the Kentucky Educational Television Network (Lexington) provided discussion concerning the proposed action. The last part of this section provides examples of the newspaper response to the public notice and public meeting.

# NEWSPAPER COVERAGE

<u>Publication</u>	<u>Location</u>	<u>Date</u>
The State Journal	Frankfort, KY	3 Apr 80
The Leader	Lexington, KY	4 Apr 80
The Sunday Herald-Leader	Lexington, KY	6 Apr 80
The Graphic	Georgetown, KY	10 Apr 80
The Herald	Harrodsburg, KY	10 Apr 80
The Sunday Herald-Leader	Lexington, KY	13 Apr 80
The Leader	Lexington, KY	14 Apr 80
The State Journal	Frankfort, KY	15 Apr 80
The Anderson County News	Lawrenceburg, KY	17 Apr 80
The Herald	Harrodsburg, KY	17 Apr 80
The Register	Richmond, KY	22 Apr 80
The Sun	Winchester, KY	22 Apr 80
The Leader	Lexington, KY	23 Apr 80
The Star	Mt. Washington, KY	23 Apr 80
The Jessamine County Journal	Nicholasville, KY	24 Apr 80
The Estill County Citizens' Voice and Times	Irvine, KY	24 Apr 80
The Woodford County Sun	Versailles, KY	24 Apr 80
The Leader	Lexington, KY	24 Apr 80
The State Journal	Frankfort, KY	29 Apr 80
The Woodford County Sun	Versailles, KY	1 May 80
The Herald	Harrodsburg, KY	29 May 80
The Estill County Citizen's Voice and Times	Irvine, KY	29 May 80
The Jessamine County Journal	Nicholasville, KY	5 Jun 80
The Herald	Harrodsburg, KY	5 Jun 80
The Enterprise	Beattyville, KY	5 Jun 80
The Register	Richmond, KY	7 Jun 80
The Sunday Herald-Leader	Lexington, KY	8 Jun 80
The State Journal	Frankfort, KY	11 Jun 80
The Herald	Harrodsburg, KY	12 Jun 80
The Woodford County Sun	Versailles, KY	12 Jun 80
The Leader	Lexington, KY	17 Jun 80
The Courier Journal	Louisville, KY	19 Jun 80
The Herald	Harrodsburg, KY	19 Jun 80
The Enterprise	Beattyville, KY	19 Jun 80
The Saturday Herald & Leader	Lexington, KY	21 Jun 80
The Kentucky Advocate	Danville, KY	22 Jun 80
The State Journal	Frankfort, KY	22 Jun 80
The Lexington Leader	Lexington, KY	23 Jun 80
The Register	Richmond, KY	25 Jun 80
The Herald	Harrodsburg, KY	26 Jun 80
The Lexington Herald	Lexington, KY	27 Jun 80
The Lexington Leader	Lexington, KY	27 Jun 80

# NEWSPAPER COVERAGE (continued)

<u>Publication</u>	<u>Location</u>	<u>Date</u>
The Advocate-Messenger	Danville, KY	27 Jun 80
The Sun	Winchester, KY	27 Jun 80
The State Journal	Frankfort, KY	27 Jun 80
The Register	Richmond, KY	27 Jun 80
The Courier-Journal	Louisville, KY	28 Jun 80
The State Journal	Frankfort, KY	29 Jun 80
The Madison County Post	Richmond, KY	2 Jul 80
The Mountain Eagle	Whitesburg, KY	3 Jul 80
The Herald	Harrodsburg, KY	3 Jul 80
The Woodford County Sun	Versailles, KY	3 Jul 80
The Citizen	Berea, KY	3 Jul 80
The Estill County Citizens' Voice and Times	Irvine, KY	3 Jul 80
The Jessamine County Journal	Nicholasville, KY	10 Jul 80
The Leader	Lexington, KY	10 Jul 80
The Estill County Citizens' Voice and Times	Irvine, KY	24 Jul 80
The Enterprise	Beattyville, KY	24 Jul 80
The Enterprise	Beattyville, KY	31 Jul 80
The Sun	Winchester, KY	5 Aug 80
The Enterprise	Beattyville, KY	7 Aug 80
The Times	Jackson, KY	7 Aug 80

# RADIO AND TELEVISION COVERAGE

Prior to meeting TV and radio stations did telephone interviews with Louisville District personnel.

<u>City</u>	<u>Radio</u>	<u>Television</u>
Lexington	WBIG AM WLAP AM/FM WCLK AM/FM	WTVQ-TV WKYT-TV WLEX-TV Kentucky Educational TV network
Louisville	WRAS AM WAVE AM	Kentucky Radio Network
Beattyville	WLJC FM	
Irvine	WIRV AM	
Richmond	WCBR AM WEKY AM	
Winchester	WWKY AM	
Hazard	WKIC AM	WKYN-TV
Frankfort	WPKY AM	

APR 4 - 1980

# Army wants to stop operating most locks on Kentucky River

By MARILYN BAILEY

Leader state editor

The Army Corps of Engineers has given notice that it may suspend locking operations on the Kentucky River from Locks 5 through 14 after the 1980 boating season.

This would involve about a 170-mile stretch from Lock 5, located near Lawrenceburg to Lock 14 at Heidelberg in Lee County near Beattyville.

The corps also intends to discontinue maintenance dredging above Lock 4 at Frankfort.

It is the corps' contention that navigational use of the Kentucky River has shown a gradual decline over the last several years. According to corps information lockage of recreational boats has declined over the past 10 years from 12,400 in 1970 to 3,290 in 1979.

The corps states that because locks 5 through 14 are not being used for commercial navigation and are receiving only limited and declining use by recreational craft these structures are presently being operated only during the recreation season (May through October.)

During the past several years the Louisville District has been reviewing Kentucky River locking records and comparing lock utilization with operation and maintenance costs for these facilities. As a result of the reviews the corps feels that the continued operation of the Kentucky River navigation system above Frankfort is not economically justified.

It is the corps plan that these locks will not reopen in May 1981.

The closing of the locks is considered an interim action pending a recommendation to Congress on the permanent disposition of these structures.

This would mean, for example, if a boater puts in at the Clays Ferry boat dock in Madison County he would only be able to travel on the river between Locks 9 and 10 which are located at Valley View and Ford.

According to Bill Meade, fleet captain of the Lexington Yacht Club, this will create a bad situation for pleasure boaters.

"I hate to see this personally," said Meade, "but I can understand it financially. It just isn't economically feasible to keep the locks open with the decline in boating on the river."

"I would hope a compromise might be reached whereby the locks could be opened at least a couple of times on the weekends. With the creation of so many new lakes in Kentucky boating on the river has declined, but I still think the Kentucky River has some of the most beautiful scenery around."

"I think it's a real shame," says Mary Gail Birk, whose home is on the Kentucky River near Clays Ferry.

"Unlike any of the lakes in Kentucky, theoretically you can go anywhere in the world from any point on the Kentucky River. My father took his boat from here and sailed to Florida one year," Mrs. Birk said.

"I think they should keep them open at certain times such as one day of the week or weekends. I'd be willing to pay a toll of some sort to use the locks," she says.

Mrs. Birk, a resident of the river area since 1971, said she is also concerned that the locks might be abandoned. "We've always counted on the lockmasters to give us information when the river is flooding," Mrs. Birk's home was heavily damaged during the flood of December 1978.

According to William Pollard, executive assistant to the corps district engineer in Louisville, the locks will not be abandoned. "There will be caretakers to maintain the gauges and such," he said.

Pollard also said that all the lockmasters will be given another job. "There won't be anybody out of a job, if they are willing to relocate," said Pollard.

Allen Greene, lockmaster of Lock 7 at High Bridge, has worked there since July 1978, but has 23 years service in the Corps of Engineers. "It's all a little unnerving, but I can see their point. The operation really isn't paying off ... it's a losing proposition."

Greene says that since commercial traffic on the river has declined money allocated for the operation of the locks has also declined.

"Most of the money goes to the Ohio River. It's understandable that they'll spend the money where it will benefit the most people, but it's a little hard to take sometimes."

Greene says he thinks part of the reason for the decline in boating traffic in the areas between Locks 5-14 is the inability of the boater to get gas.

"After the flood of 78 a lot of the boat docks were destroyed and many of them couldn't afford to rebuild. Now the only place to get gas after leaving Frankfort, is the Boonesboro area."

Charlie Ballman, lockmaster at Lock 9 at Valley View says another reason for decreased boating through the lock is the decrease in the hours the locks are allowed to remain open. "Ten years ago, we were open more hours than we are now. That's bound to have a dampening effect," he said.

Ballman, who has been at Lock 9 for about 11 years, also says he thinks the closing of the locks will have an adverse effect on the communities whose water systems depend upon the Kentucky River.

"If they discontinue dredging operations, how long is it going to be before this river fills up? I'm not saying it will happen tomorrow, but it will happen."

Ballman says that if there is no locking of boats there's going to be a lot of stagnant water and costs of purifying water will be more expensive.

Written statements concerning the closing of the locks are requested by Col. Thomas P. Nack, corps district engineer, at P.O. Box 59, Louisville, 40201. Statements will be received until May 1. A 30-day review period will follow and a public hearing may be held if Col. Nack determines that it is necessary.

"The doors aren't closed," said Pollard. "If there is sufficient interest and we can justify keeping them open we will. If people aren't interested, the locks would have to be closed."

*Kentucky River Navigation*

APR 10 1980

## 130 Engineers propose backward step

Another step in the U. S. Corps of Engineers' program to destroy recreational boating on the Kentucky River has been announced by its Louisville office.

During the past several years the corps has reduced the hours during which its navigation locks are in operation and closed most of them altogether during the winter months—November through April. Now it is proposing to permanently close all of the locks above Frankfort—from there to Beattyville—thus effectively removing the river from the designation of a navigable stream and destroying much of its recreational boating.

The corps says it is evaluating the situation and will receive written statements on the matter from the public until May 1. Everyone who has an interest in boating on the Kentucky should write at once to Louisville District Corps of Engineers, Box 59, Louisville, Ky. 40201.

Figures used by the corps to show a decline in navigational use of the Kentucky are deceptive in that they show only 3,290 boats using the locks during the six months the facilities were in operation last year.

It will be recalled that because of bad weather and frequent periods of high water last year that recreational boaters were unable to use the river as much as would otherwise have been the case.

Then, it will also be recalled, that the December 1978 flood destroyed and put out of commission a lot of boats which were stored either in the water or on banks which became flooded. And, it put out of business all of the small commercial docks operating at various points between Clifton, a few miles above Frankfort, and Boonesboro, a section of river served by Locks 5 through 9. Thus last season gasoline was not available in much of the section in question. Lock 10 at Boonesboro was closed to traffic until July of last year because of flood damage.

And, last year recreational traffic was feeling the effects of the gasoline shortage.

Thus, the Corps of Engineers is using deceptive figures in its argument for closing the locks.

We wonder what has become of the corps' program of promoting recreational use of its various impoundments. The section of the Kentucky River—especially from Lock 5 to 10—is the most beautiful, most unique, most picturesque to be found on any river in the state. It includes the famous Palisades, and a trip by boat is the only way it may be seen. It is the section that Paul Sawyer painted, a fact easily understood by those fortunate enough to visit it.

To close the locks and eliminate the channel dredging program would be a step backward for Blue Grass Kentuckians who are promoting tourism and recreation in various areas.

*Kentucky River Navigators*

APR 10 1981

## Move To Close Ky. River Locks May Affect Area

An evaluation to determine if locking operations on the Kentucky River should be discontinued may be of vital interest to numerous Mercer countians.

The river makes up more than one-half of the county's eastern boundary and there are two locks (Lock 6 at Oregon and Lock 7 at Shaker Ferry) involved in the study being made by the Louisville District Corps of Engineers, US Army. Although navigation, which is declining and is a main reason for the proposal to close locks 5 through 14, may not be of great concern to residents of this county it is possible that some may have an interest in what, if any, effect the river locks have on flooding, fish and wildlife values, recreation, water supply, and general needs and welfare of the public.

### Intake Station Near

Harrodsburg's water intake station is just a short distance upstream from Lock No. 7, but locking operations are said to have little effect on the river's pool stage at that point as little water is lost in the process of changing the river's level to accommodate boat travel.

Also at Lock 7 is a Kentucky Utilities Company hydro station with three generating units that have not been in use since being flooded a few years ago.

The end of the 1980 recreation season (Nov. 1) has been set as the time that suspension of lock operations would begin.

"It is intended that existing pool levels will be maintained by continued maintenance of the lock and dam structures until permanent disposition of these facilities can be determined," says Col. Thomas P. Nack, district engineer, of the US Corps of Engineers, in a public notice issued in regard to discontinuing locking operations.

Col. Nack said cessation of locking is considered an interim action pending a recommendation to Congress on the permanent disposition of the lock and dam structures. He said such a recommendation is expected to result from an investigation currently being accomplished by the Louisville District concerning water and related resource problems along the Kentucky River and its tributaries.

Local residents have seen no commercial navigation on the Kentucky along Mercer shores in a number of years, except for a brief period from December 1974 to April 1975 when some coal was shipped. The hauling of sand upstream from the Ohio River to Frankfort is said to be the only commercial navigation on the stream at the present time.

Lockage of recreational boats has also declined on the Kentucky River, dropping from 12,400 ten years ago to 3,290 in 1979, according to Corps of Engineers figures. Few of that total number were in the Mercer area. Approximately 51 percent of all recreational craft using the Kentucky River locks during the 1970s were at locks 1 through 4. Recreational use in the river's Mercer area may be greater if there was a boat connection between the river and Herrington Lake.

### Use Not Justified

The review that will have an affect on the two locks along Mercer shores makes it clear, according to the US Corps of Engineers, that continued operation and maintenance costs of the Kentucky River navigation system above Frankfort is not economically justified.

Because locks 6 and 7 here, and all others upstream, are not being used for commercial navigation and are receiving only limited and declining use by recreation craft, these structures are presently being operated only during the recreation season, May through October.

The proposal to suspend locking operations would be implemented simply by not reopening these facilities in May 1981.

"The decision as to whether this proposal will be implemented will be based on an evaluation of its probable impact on the public interest and upon the availability of funds for operating these structures," Col. Nack said in his announcement.

Evaluation of the impact of the pro-

posal on the public interest, the colonel says, will include preparation of an environmental assessment. A preliminary evaluation of the impacts associated with suspending locking service is said to indicate that primary concern may be constraint of interpool recreational boater traffic.

### Public Input

Any person with comments on matters they feel should be addressed in the environmental assessment should provide them in writing to the District Engineer, P.O. Box 59, Louisville, on or before May 1. Letters must clearly set forth the interest which may be affected and the manner in which it would be affected.

A decision regarding the necessity of a public meeting will be made by the Louisville District Engineer following a review period.

*Kentucky River Navigation*

APR 17 1980

# <sup>130</sup> Locking operations may be suspended

Always dreamed of taking a long leisurely boat trip down Kentucky River? If so, you better do it this summer because it could be your last chance.

Recently, the Army Corps of Engineers announced locking operation on the river may be suspended after the 1980 boating season.

The locks affected would be from Lock 5 at Lawrenceburg to Lock 14 near Beattyville in Lee County. This is a 170-mile stretch.

The Corps claims navigational use of the river has gradually declined over the last several years. According to their information, lockage of recreational boats has declined from 12,400 in 1970 to 3,290 in 1979.

Corps officials say that because the locks are not being used for commercial navigation and are receiving only limited and declining use by recreational craft, these structures are presently being operated only during the recreation season.

Over the last several years the Louisville District has been reviewing locking records and comparing lock utilization with operation and maintenance costs for these facilities. After a study of the reviews the Corps felt continued operation of the Kentucky River navigation system above Frankfort was not economically justified.

The closing of the locks is considered an interim action

pending a recommendation to Congress of the permanent disposition of these structures.

Robert Smith, lockmaster at Lock 5 for approximately nine years said he would certainly hate to see the locks closed.

"It's such a beautiful river and there's so much nice scenery between here and Lock 8," said Smith.

The veteran lockmaster said he locked through 400 pleasure craft last year, but admitted river traffic has slowed to a great extent in recent years.

Smith blamed the decrease in traffic on the non-availability of gasoline along the river. He noted that travelers were once able to fill their tanks at Clifton and in Tyrone, but now the nearest fuel after leaving Lawrenceburg is at Boonesborough, 94 miles up river.

William Pollard, executive assistant to the Corps district engineer in Louisville, said the locks will not be abandoned but caretakers will be on hand to maintain the gauges. He said all lockmasters will be given another job if they're willing to relocate.

Written statements concerning the closing of the locks are requested by Col. Thomas P. Nack, Corps district engineer, at P. O. Box 59, Louisville, 40201. Statements will be received until May 1. A 30-day review period will follow and a public hearing may be held if Col. Nack determines that it is necessary.

*Kentucky River  
Navigation*



Register  
RICHMOND, KY.  
Circulation: 6,012  
APR 22 1980

# <sup>130</sup> Brown Responds

By R. DAVID SHEW

Governor John Y. Brown Jr. has once again showed his ability to be responsive to the citizens of the Commonwealth.

At a time when it looks as if the U.S. Army Corps of Engineers may shut down several locks on the Kentucky River, Governor Brown made known his wishes. Brown called for public hearings on the Corps' proposal.

The U.S. Army Corps of Engineers proposed to close Locks 5 through 14 after the boating season this year on October 31. The reason was that the Kentucky River is just not paying for itself in terms of commercial water traffic.

The Corps' decision could have some drastic effects on the residents of Madison County.

Three of the nine locks that are under investigation touch the Madison County border. Lock 11 and the city of Richmond's water pump at College Hill are neighbors. Boonesboro State Park and beach are

within viewing distance of Lock 10, and Lock 9 is located at Valley View.

Closing down these locks could cause the Kentucky River to become nothing more than a creek or something of a monster during the monsoons.

Hopefully the U.S. Army Corps of Engineers will heed Governor Brown's request, and the public will respond.

The Richmond Register also encourages each citizen of Madison County to write our U.S. Senators. Send your letters to Sen. Walter Huddleston, 2121 Dirksen Building, Washington, D.C. 20510, or Sen. Wendell Ford, 4107 Dirksen Building, Washington, D.C. 20510.

It will also be a good issue to discuss with the Democratic and Republican candidates for the vacated 5th District seat in the U.S. House of Representatives.

Hindsight is better than foresight in this case, so let your wishes be known like Governor Brown. Make some waves!

*Kentucky River investigation*

Sun  
WINCHESTER, KY.  
Circulation: 5,117

APR 22 1980

## <sup>1/30</sup> Corps asked for hearing

Rep. Paul Richardson, D-73rd District, has asked the Army Corps of Engineers to conduct a public hearing on its proposal to discontinue locking operations on part of the Kentucky River.

The Corps' Louisville district is currently conducting an evaluation of locking operations at Locks 5 through 14.

Richardson said today he requested the public hearing in order to better inform the public about the Corps' intentions, and to give the federal agency input from citizens who will be affected by the proposal.

The representative said the savings the Corps would realize from the cutback would be "a drop in the bucket compared to the return" of keeping it in operation. The proposal would have "a long-term economic impact on our area," he added, noting that closing the locks might hamper plans of East Kentucky Power Company to transport coal on barges.

In addition, he explained, closing of the docks might lower the reservoirs from which many Central Kentucky towns draw their water supply.

He pointed out that closing the docks could "knock a big hole out" of the local tourist trade.

Richardson said he also asked the Corps to hold the meeting in Central Kentucky in order that the people the proposal would affect most could attend.

According to a notice released by the Corps on April 1, requests for a public hearing on the proposal must be submitted in writing to the Corps' Louisville District by May 1.

The notice states that a decision on whether a public meeting is necessary will be made following the 30-day review period.

*Kentucky River Navigation*

APR 24 1960

130

# Corps of Engineers proposal to close locks is challenged

By Beth Curlin

Local reaction to the U.S. Corps of Engineers plan to close some of its locks on the Kentucky River has been negative, with concern focused on the danger to water supplies for Irvine and other cities that get their water supply from the river.

Cities like Irvine are able to get water from the river from pools that are caused by the damming of water every 20 miles, according to Ernest Ashcraft, former lockmaster for one of the local locks.

He worked at the lock for 32 years, he said, and his father before him was a lockmaster.

The danger involved with closing the locks permanently, and not having personnel on hand, would be the possibility that the gates might be opened and the water allowed to drain out.

If this happened, Irvine would be without water. In this particular case, Richmond would be out too, because they get their water from the same pool.

During the dry summer months, water behind the dam gets low anyway, and if they weren't holding the water back in pools, the river would become like a small creek, and be unable to supply water for cities, Ashcraft said.

Before it was dammed up, there were many places where a person could walk across it, it was so shallow.

"It would be a real bad deal if they closed up the locks," he said, citing the danger to water supplies as the worst part, but adding that people would no longer be able to use the river for recreation.

The Corps said that one of the reasons it is closing the locks is that there has not been enough recreational use.

There would have been more, Ashcraft said, if they had not been cutting down the hours for the last five years.

"A person wouldn't have time to get from Beattyville to Boonesboro, because the gates

would be closed, so people haven't been using them as much," Ashcraft said.

"There would be more boats if they would leave them open more. It's kindly hard on the public."

Irvine Water Commission Chairman Guy Hatfield, Jr. said the commission is concerned about the situation and that the danger "may well be possible."

He said the commission just found out about the plan last week, and will investigate exactly what the Corps plans to do, and what the results would be.

"It could change the way we are processing water, we might have to form a new pool or relocate the intake valve.

"It would definitely have an effect and we need to talk to the engineers and get their advice. It's a new thing for us and we don't have the answer now," Hatfield said.

The Irvine City Council voted at their last meeting to send a telegram of protest over the closings to representatives in Congress, and the Estill County Fiscal Court will vote on similar action at their next meeting, according to County Judge-Executive Ralph McClanahan.

McClanahan has already written a letter to the District Engineer for the Corps, Col. Thomas E. Nack, in which he cites the action as inefficient, incompetent and "taking ten steps backward at this time."

"After the locks and dams are gone, the river will eventually fill up, making flooding inevitable," he added.

The most frightening aspect, he said, is that if something happened to the gates at Lock

14 and water drained from that pool, Beattyville would be drained in three hours.

If it happened in Lock 11, Richmond and Irvine would be without water in an hour and a half. At Lock 10, if the water drained out of the pool, Winchester would be without water in two hours, as well as the East Kentucky Power Plant at Ford, Kentucky.

Commercial traffic on the river should be encouraged, rather than discouraged, he added.

*Kentucky River Navigation*

# Are the Kentucky River's locks worth saving?

*The Army Corps of Engineers says 'no',  
but history shows a great deal  
would be lost if they are closed*

**EDITOR'S NOTE:** The following is the first of two stories prepared for The State Journal by members of the Kentucky Junior Historical Society about the history of commercial and recreation uses of the Kentucky River and its system of locks. Next Sunday, the second story will detail a proposal by the Army Corps of Engineers to close most of the river locks and possible alternatives to the Corps' plan. The story that follows was researched and written by Cara Luttrell, 16, Katie Boyd, 16, and Charlie Jones, 15, all of Frankfort and students at Western Hills High School this fall, and by Gerald Courtney, 17, of Lexington and a student at Bryan Station High School as part of a week-long project sponsored by the Kentucky Historical Society here.

The Army Corps of Engineers has recently proposed the closing of Locks 5-14 on the Kentucky River. This action could very well change the history along the river as well as halt most uses of the river for all practical purposes. A public meeting will be held at the Continental Inn, 801 New Circle Rd., Lexington, 8 p.m. June 26.

The meeting will provide a chance for all people interested in the Kentucky River to voice their views on the future of the river's navigation facilities.

The Kentucky, for over a century, provided the Commonwealth with major form of transportation for coal, sand, tobacco and coal, as well as recreation for thousands of pleasure boaters. If locks 5-14 upriver from Frankfort are closed, river transportation will be effectively cut off.

History serves to show that the upcoming debate concerning the locks is but another episode in the continuing story of the river's past. The earliest means of river commerce was the flatboat, which soon proved ineffective in meeting the increasing demands of people who lived along the river's course.

In 1801 the legislature chartered the Kentucky River Company to clear the river of obstructions that barred traffic from movement on the river. The company also was granted the right to collect tolls. The plan fell through, however, and the legislature passed an act to raise \$10,000 in a lottery. Eleven prominent men were appointed commissioners, but no work was ever completed.

Meanwhile, the river was being further cluttered by mills and dams. In January, 1818, the state appropriated money for waterway improvements on the Kentucky. The river was divided into three precincts with each having a commissioner. This time, obstructions were removed and dams built to increase water depths for safety of navigation. In fact, 65 mill and fish dams were removed from the main stream between Frankfort and South Fork. Still, there was a problem of getting goods such as coal out of the mountains and down river.

Kentucky settlers had many important products that could benefit the state and its neighbors, but had no way to get them to markets. Coal, salt, tobacco and hemp were the main commodities of the state. Kentucky hemp was known worldwide as the strongest rope made. Much of it was produced at a factory in Frankfort where Jim's Seafood Restaurant now stands.

Steamboats first appeared on the river in 1811, and by 1820 seven others were in operation. Locks were needed to make commodities and travel more accessible because Kentucky was considered a vital cog in the southern economy.

In 1860 an Ohio newspaper said, "The very tide of trade and commerce will bind the river cities together."

Steamboats were a very important factor in the transportation of goods and people on the river. Perhaps among the most famous of these steamboats was the "Falls City." This boat made regular excursions past Frankfort upriver to High Bridge, Shakertown and other locations. It was known as the last regular steamboat on the Kentucky River.

The locks made it possible for huge barges and steamboats to travel on the Kentucky. A survey of the river in 1835 resulted in proposing a system of 17 locks and dams on the main stream — a slack-water project which would enhance the navigation of its tributaries. The state appropriated funds for the estimated cost of \$901,932, and work was begun in 1836 on the first five locks and dams.

By 1842 locks 1-5 were officially opened and 114,780 tons of commerce passed through them that year. However, the state had overextended its budget and could not continue work on the remaining locks and dams. Therefore, 96 miles

of slackwater were officially opened, but the project was not a success because of faulty materials and misplacement of locks. They also became further damaged by floods and ice. In the end, the state had to pay out more money to repair the locks and dams.

*Kentucky River Navigation*

The State Journal, Frankfort, Kentucky, June 22, 1980

## Are the Kentucky River's locks worth saving?

The Army Corps of Engineers say<sup>ing</sup>,  
but history shows a great deal  
would be lost if they are closed

In January, 1852, the state chartered the Kentucky River Navigation Company and allotted it \$800,000 to complete locks 8-14. These were to be completed by 1861. The company, however, failed and the project was not even begun.

Following the Civil War, the state rechartered a different company with the same name as the Kentucky River Navigation Company. The locks 1-5 had been neglected during the war years and were in very bad repair. The navigation company decided that the counties would raise the money through a popular tax levy and, within four years, \$700,000 had been raised. Again, all of this was to not avail because the company failed and no work was done.

By 1876 navigation on the Kentucky River had halted for the dams had fallen apart. The state gave up on the project. Finally in 1880, after bitter debates, the state was relieved of its responsibilities on the river lock project.

The Army Corps of Engineers took over control and responsibility for the locks. The Corps immediately began work surveying, restoring existing locks and constructing the additional nine locks. By 1917 all 14 locks were completed.

After the turn of the century, however, use of the river for transportation decreased rapidly. Since there was difficulty in navigating the river, land transportation had become a major competition and was greatly responsible for the decline in the use of the river.

The Kentucky River that had been an important factor in the southern economy became even more important as a tourist attraction. Frankfort's Melodye Park was a product of the river's emergence as a recreational attraction.

Owner Louis Horwitz gradually built on his nine acre riverside property huge gardens with diving boards, bath houses and showers. Concerts and movies were held in two Chinese pagodas, all at not cost to the public. Eventually, however, because of the rise in maintenance costs and the frequent erosion of its bank by flooding, the park deteriorated into ruins.

With the growing demand for pleasure boat facilities, docks and marinas began to appear along the river. In 1964 a plan was devised to construct what would have been the state's largest marina at Frankfort, but local money was unavailable to fund the project.

Over the years, there has been a significant decline in both pleasure and commercial traffic through the Kentucky River locks. This is the Corps' predominant justification for discontinuing use of the locks. In fact, looking back over the history of the Kentucky River locks system, it has never been a successful proposition under authority of the state, private companies or the Corps of Engineers.

JUN 22 1980

# Officials contend corps' plan to close locks won't hold water

By HERB BROCK  
Staff Writer

A U.S. Army Corps of Engineers' proposal to suspend locking operations on the Kentucky River south of Frankfort — including Lock No. 7 at High Bridge — won't hold water.

At least that's the view of the Bluegrass Area Development District (BGADD), which is enlisting county officials and state and national lawmakers in a campaign to sink a proposal before it is implemented Oct. 1.

Representatives of the Corps, BGADD and county governments will attend a public hearing on the proposal slated for 8 p.m. Thursday at the

Continental in Lexington.

The corps claims its "interim proposal" is based on trimming operating expenses. The BGADD contends the project would threaten recreational activities and endanger water supplies for many Central Kentucky communities.

"There has been intense public interest in our proposal — and much of it is negative," admitted Robert Woodyard of the corps' planning division at Louisville.

"The Continental Inn meeting room is equipped to hold 500 people," said Don Hassall, a BGADD staff engineer. "That many may not show up Thursday but I know there is a lot of interest...I

haven't heard anybody say, 'go ahead and close the locks.'"

UNDER THE proposal, locks 5 through 14, covering 170 miles of the river from the Lawrenceburg area to Beattyville, would be closed to through-traffic. Locks 1 through 4, from Carroll County on the Ohio River to Frankfort, would remain open.

The locks normally are closed from November to April, said Woodyard. "If our proposal goes through, locks 5 through 14 won't reopen in May (1981)."

An absence of commercial traffic and steadily dwindling recreational traffic

through locks 5 through 14 are the main reasons behind the proposal, Woodyard said. "The lockage figures over the last 10 years show a straight decline," he said.

By ceasing locking operations at the 10 "up river" locks, the corps figures on saving about \$1 million in operational expenses a year, he said.

Except for a five-month period in 1974-75 when coal was shipped from Eastern Kentucky, there has been no commercial traffic through locks 5 through 14 in 10 years, Woodyard pointed out.

From 1970 to 1979, recreational traffic through locks 5 through 14 has decreased by more than 75 percent. Lockages for pleasure craft totaled 7,500 in 1970 and dwindled to 1,500 in 1979. The total lockages for all 14 locks was 14,100 in 1970 and 3,290 in 1979.

One hundred percent of all commercial traffic — now consisting mainly of sand barges — and 51 percent of all recreational traffic has traveled through locks 1 to 4 in the last decade, Woodyard said.

WOODYARD said opponents of the proposal seem to be exaggerating its impact. Water levels would not change and the "pools" between each lock still could be used for recreation and water supplies even though traffic between the pools would be shut off.

The inactive locks still would be maintained — until at least 1984 when an \$8.3 million Corps study of the Kentucky River is completed and long-range plans are made to decide the fate of the 100-year-old lock and dam system spanning the 255-mile course of the river.

One long-term proposal considered in the study is construction of a dam to pool water for water supply, flood control, recreation and hydro-electricity in Mercer, Woodford, Jessamine and Garrard counties. A possible site for the dam is an area midway between the Bluegrass Parkway where it crosses the river and Lock No. 6 at the Woodford-Mercer county line.

"The study could propose one or more big dams or it could recommend refurbishing the existing lock and dam system," Woodyard said. "We'll just

have to wait and see. But some of these people don't understand that our proposal is for a temporary suspension until that 1984 study is released."

SUSPENDING locking operations, even on a temporary basis, would "close forever any possibility of navigating the Kentucky River from Beattyville in the mountains to the Ohio River," warned Hassall.

Dwindling recreational traffic has at least partly been caused by the Corps itself, said Hassall, claiming that the federal agency has reduced hours of operation.

Closing the 10 locks would result in a build-up of coal silt and that "could cause a serious problem for water supplies in Central Kentucky," he said.

"The corps has not been adequately dredging the river as they're obligated to do," Hassall added. "So the problem of sediments building up could only worsen."

The proposal to block through-traffic is inconsistent with plans to use the Kentucky River to ship coal from the mountains to urban areas of Central and Northern Kentucky, Hassall said.

*Kentucky River NAV*

**JUL 3 1980**

More than 400 persons attended the U.S. Army Corps of Engineers' public hearing on the proposed closing of locking operations on the Kentucky River last Thursday night.

Most speakers expressed concerns for the effect closing the locks would have on water supplies from Beattyville to Frankfort and for the loss of flood monitoring control on the river.

Don Mills, chief administrative aide to Gov. John Y. Brown Jr., told the gathering that the Brown administration "strongly opposes" the plan.

**Col. Thomas P. Nack, district engineer**

Several state and local government officials questioned the idea that the corps would consider closing the locks before a study is finished.

"It looks like someone is trying to make a decision before the evidence in the case is in," stated Robert Martin, state senator from the 22nd District.

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Citizen  
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JUL 3 1980

# <sup>130</sup> Governor opposes closing of locks

LEXINGTON—No one seems to want locks 5 through 14 closed on the Kentucky River, including Gov. John Y. Brown Jr.

products, coal and other energy supplies.

"To the state's knowledge, no group or organization, which would be affected in some way by the Corps' proposal, has reacted positively," said Don Mills, chief administrative assistant to Gov. Brown.

Mills delivered the governor's remarks at a public meeting Thursday evening, June 26 at the Continental Inn in Lexington.

"The Corp's proposal suggests permanent closure of the locks," Mills said. "It has suggested blasting them out or cementing them up. Either approach assumes that Kentucky will never again have any use for the Kentucky River as a recreational or commercial waterway."

Mills also pointed out that the current energy situation makes it imperative to find alternative forms of transportation, especially for coal transport. One of the governor's strongest arguments was that in time of war, the river could be a strategic route for defense material, agricultural

*Kentucky River Navigator*



JUL 16 1960

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## State Politicians, Communities Oppose Plans By Engineers To Close Ky. River Locks

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Jackie Swigart, secretary of the state Department for Natural Resources agreed with Mill's statement and sug-

gested that the Corps should not make any final decision on closing the locks until the corp's own five-year study is completed.

Bob Woodyard, chief of the Corps environmental branch, showed a slide presentation which explained the Corps proposal, gave some history of the river, and discussed the Kentucky River and Tributaries Study.

The study is designed to review the water and land resource needs of the Kentucky River basin, including water supply, navigation, recreation, flooding and hydrology.

Woodyard said that the Public Record will be kept open for the next 30 days and statements will continue to be received. In the meantime, he is working on an interim report to be submitted to Washington, D. C.

Representatives from Senators Ford and Huddleston's offices were present to argue against closing the locks.

Others present who objected to closing the locks were Rep. Hank Hancock, (D-Frankfort) House Speaker William Kenton, (D-Lexington) Sen. Robert Martin (D-Richmond) and Estill County Judge Executive Ralph McClanahan.

All agreed with Gov. Brown's points and asked that no final decision be made until the study is completed.

Rep. Hancock captured the consensus when he quipped, "It's not time to close the store when you are trying to decide between redecorating or taking bankruptcy."

*Kentucky River Navigation*

# Corps' Lock Plan Spawns Flood of Protest

By Jim Warren  
Of The Herald Staff

A tidal wave of protest was launched in Lexington Thursday night against the U.S. Army Corps of Engineers' proposal to close 10 locks along the Kentucky River.

Those speaking against the plan included representatives of Gov. John Y. Brown Jr. and the state of Kentucky, U.S. Sens. Wendell Ford and Walter Huddleston, and Congressmen Larry Hopkins and Tim Lee Carter, as well as other elected officials, businessmen, sportsmen and environmentalists.

The splash of protest came at a public hearing, attended by more than 400 people, which the corps called to receive public comment on its proposal.

The plan calls for closing locks 5 through 14, which stretch from near Lawrenceburg to Beattyville, by Nov. 1.

Corps officials said the locks are not being used for commercial navigation, which was the original purpose for their construction, and the number of recreational boats using the locks has steeply declined. The cost of keeping the locks open is not justified, they said.

The plan to close the locks is a temporary move until the corps completes a Kentucky River tributary study that is expected to recommend the ultimate disposition of the lock system. However, that study won't be finished until 1984.

The fact that the corps is proposing to close the locks before that study is completed drew much of the fire.

Generally, opponents charged that the closing would have adverse effects in these areas:

✓ **River traffic.** Closing the locks, they said, will restrict recreational boating and forever close the river to the possible transportation of coal from Eastern Kentucky fields.

Several opponents claimed the corps' figures, showing reduced traffic, are the result of the corps' own reductions in lock operations and recent heavy floods that destroyed boats and docking facilities.

✓ **Water quality.** With the locks closed, opponents said, the river will flow more slowly, which could cause a buildup in effluents from municipalities along the stream. It also was charged that halting dredging operations will mean a buildup of silt in the river.

✓ **Water supplies.** Robert Eden, vice president of the Kentucky American Water Co., said that closing the locks will not harm the company's ability to draw water for Lexington. But others charged that the water shortages could result with the locks closed.

Don Mills, chief administrative aide to Gov. Brown, said the state considers the proposal a "stopgap" that would limit the state's options concerning water quality, water supplies, energy production and recreation.

Mills said the Brown administration "strongly opposes" the plan.

"We feel overall that the arguments (for closing the locks) are short-sighted ... when compared with the long-term considerations," he said. "We regard the proposal

premature and extremely unwise."

Mills said various state agencies have reviewed the corps' proposal and have expressed fears that it could affect water quality by slowing the flow of the river, threaten water supplies to Lexington and other cities, and cause the river banks to crumble, increasing the threat of flooding.

House Speaker William Kenton, D-Lexington, asserted that the plan could threaten the "very quality of life" in Central Kentucky, and he noted that the Kentucky General Assembly earlier this year adopted res-

olutions urging the corps to upgrade the lock system.

"We don't want to be had. We want to be helped," said Kenton.

Judge-Executive Ralph McClanahan of Estill County charged that the public hearing was a "farce" and alleged that the corps plans to proceed with closing the locks regardless of comments at the hearing.

Results from the hearing will be considered by the corps' Louisville District office in forwarding its recommendations on the plan to Washington.



Ralph McClanahan

*Kentucky River Nat.*

Lexington Herald, Lexington Kentucky, June 27, 1980

# Plan to Close Locks Unleashes Flood of Protests



Lexington Herald/Ron Garrison

A Lexington hearing on a proposal to close 10 locks on the Kentucky River attracted 400 people Thursday.

JUN 27 1980

# Corps proposal to close Kentucky River locks opposed by state, federal officials

By GREG KOCHER  
Staff Writer

LEXINGTON — The question was this: "Should the locks be closed?"

The answer was unanimous: "No!"

It was a situation where everyone wanted to put in their two-cents-worth. Not everyone made it up to the podium to do that, so they satisfied themselves either by cheering on their elected officials, or by just giving a whoop whenever the right thing was said.

The occasion was the public hearing on the proposal to close locks 4-15 on the Kentucky River. About 500 persons filled the Continental Inn's meeting room to voice their opinions on the interim closing of the locks.

And voice they did.

By 10 p.m. not a single spokesman had come out in favor of the proposal.

The hearing began with a

brief introduction of the proposal by Col. Tom Nack, engineer of the Army Corps of Engineers' Louisville district. A short slide presentation followed, explaining the interim action to suspend all locking operations on the 170-mile stretch between Beattyville and Lawrenceburg November 1.

Normally the locks would reopen in April, but if the proposal were to go through, they would remain closed until at least 1984 when an \$8.3 million Corps study is completed to determine the future of the lock and dam system along the 255-mile river.

After the slide show, the floor was open for

discussion. Spokespersons for Kentucky's U. S. congressmen and governor went one-by-one to the podium, as did state senators and representatives, state officials, and mayors from

the towns that would be affected by the proposal. All of the representatives were against the proposal.

The most impassioned speech of the evening came from Gov. John Y. Brown's representative, Chief Administrative Assistant Don Mills said "the Commonwealth views... the proposal as a stopgap on the state's options" in the areas of recreation, energy development, water quality and commerce.

Mills, quoted the Corps as saying that 13 municipal communities draw their water supply from the river. The Corps had found, Mills said, that in time of drought these communities would suffer serious water shortages, especially if the locks should be closed.

In addition to the problem of drought, Mills said the closings would have a "detrimental effect" on water quality. He also said the closings would cause river sediment to build up, which would increase the chances of flooding and would make the river too shallow for navigation.

Mills blamed the Corps itself for the decreased recreational traffic on the river, saying the Corps had decreased the operational hours of the locks.

Mills nearly ruined the gist of his speech when he concluded by saying the proposal was "extremely premature and extremely wise."

After a dead silence, a red-faced Mills corrected himself and said "I mean 'unwise.'"

Representatives for Senators Walter "Dee" Huddleston and Wendell Ford spoke against the proposal. Huddleston spokesman Bob McQueen said the proposal was "questionable as an interim measure." Julie Wheat, Ford's spokeswoman, said the "proposed action could have a seriously detrimental effect upon the lives of those living along the river," and that the action was "undeniably premature."

Rick Kirchoff read letters from Rep. Larry Hopkins (R-6th District) and Rep. Tim Lee Carter (R-5th District). In his letter Hopkins said, while he supported an additional year's funding of the Corps' study, he found the interim action "premature and inadvisable."

State Sen. Robert Martin (D-22nd District, who represents Mercer County) said he opposed the proposal because it was like "someone trying to make a decision before the evidence is in."

Hank Hancock of Frankfort received applause when he said, "History dictates that the Corps has never completed a study."

*Kentucky River Navigation*

JUN 27 1967

## 'At Corps' hearing

# City residents oppose closing of locks

By MARK R. CHELLGREN

LEXINGTON — A relatively small but vocal contingent of Frankfort residents was among the 500-600 people here last night to express their displeasure at the proposal to close Locks 5-14 on the Kentucky River.

The public meeting, held by the U.S. Army Corps of Engineers, drew federal, state and local governmental representatives, private industry spokesmen and an angry group of recreational boaters. Among these groups, there was unanimous disapproval of the Corps' plan.

Basically, the Corps proposes to halt locking operations on the river above Frankfort beginning

November 1. Although a minimum maintenance program at the locks and dams would be kept in effect, dredging operations along the river would cease. The locks would remain closed until the completion of a study now underway. The study is set to end in 1984.

The long-term future of locks would be determined at that time.

Frankfort state Rep. Hank Hancock compared closing the locks before the end of the study to "closing the store when you're considering whether to remodel or declare bankruptcy.

"I further submit that history indicates the Corps of Engineers has never completed a study," Hancock said.

Representatives of Kentucky's two U.S. Senators and a couple of U.S. Congressmen, including Rep. Larry Hopkins, R-Lexington, also spoke at the meeting.

Don Mills, chief aide to Gov. John Y. Brown Jr. was interrupted by applause nine times by the obviously partisan crowd during his speech condemning the Corps' proposal.

Frankfort Mayor John Sower and members of the Frankfort Boat Club, including Charles Hobson and William Yount, also expressed their displeasure with the plan.

Col. Thomas Nack, chief of the Corps' Louisville district, said all information gathered from Thursday night's meeting would be included in his final report to the chief engineer in Washington D.C.

While many of the objections to the planned closing centered around the deleterious effects on recreational boating and river transportation, state Natural Resources Sec. Jackie Swigart pointed out that if the dams were allowed to deteriorate, water quality along the river would suffer. She said 13 communities along the valley draw their water from the Kentucky River, including Frankfort, Lexington, Lawrenceburg, Winchester and Richmond.

"The water in the Kentucky River is the very lifeblood of the basin," she said, "and without it, the economic, social and environmental well-being of the basin is threatened."

*Kentucky  
River  
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JUN 27 1980

# Most at hearing oppose closing of river locks

By KATHY ROARK RIDDELL  
Staff Writer

The proposal to close locks No. 5 through 14 on the Kentucky River appears to have only one supporter—the U.S. Army Corps of Engineers. The Corps proposes to close the locks as of October 1980.

A public hearing held Thursday night in Lexington drew a crowd of about 350 persons, all of whom appeared to be against the closing of the locks. Representatives from the offices of Gov. John Y. Brown, senators Wendell Ford and Walter Huddleston, representatives Larry Hopkins and Tim Lee Carter, and several state and local governmental officials attended the hearing to speak out against the proposed lock closing.

Madison County government representatives attending the hearing included state Senator Robert R. Martin, Rep. Harry Moberly, Jr., County Judge-executive Harold Kirby, Richmond City Manager Ed Worley, and Richmond City Commissioners Monty Joe Lovell and Bill Strong, all of whom strongly oppose the closing of the locks.

The Corps presented a slide show to illustrate its reasons for wanting the locks closed—the main reason being that no commercial traffic has utilized the river in about 16 years. The Corps also listed the decline in recreational traffic on the river and the high cost of operating the locks as other factors contributing to the decision to close the locks.

"Continued operation of these structures (locks 5-14) is not economically justifiable," said

Robert Woodyard, the Corps' chief of environmental analysis and planning division. He also said that the Corps is presently preparing a Kentucky River and Tributary Study that will be completed sometime in 1984, which will provide additional evidence to support closing the locks.

Woodyard said that before a final decision is made on closing the locks, environmental and economic reports and public comments made at the hearing will be sent to the chief engineer at the Corps for review sometime in late summer or early fall.

Rep. Moberly spoke out against the lock closing. He said, "The Corps gave a nice slide presentation, but their focus is messed up. They focused on navigation which is not the main issue here—the water supply is the main issue." He said most cities along the river use it as their primary water supply, and many, including Richmond, have no back-up supply.

"Richmond cannot continue to exist as a community if the water supply is taken away...We're talking about life and death matters—the survival of central Kentucky communities," said Moberly.

Moberly also claimed that the Corps used misleading figures regarding the decline of commercial and recreational navigation on the river. He said the Corps brought on the decline itself by limiting the hours the locks are open, and by not dredging the river.

Sen. Martin said that both the Kentucky Senate and House of Representatives unanimously passed resolutions opposed to closing the locks.

Martin added that no other issue has aroused so much opposition in the 22nd district in his lifetime.

Martin also criticized the Corps for wanting to close the locks before the Kentucky River and Tributary Study is completed. "It looks to me like the Corps is making the decision before the evidence is in," said Martin. He said the study may be able to provide alternatives to closing the locks if the Corps would hold off until the study is finished.

Don Mills, chief administrative assistant to Gov. Brown, read a statement saying the governor "strongly opposes the Corps' plans to

close the locks." He said Brown feels the proposal is shortsighted and premature and will be detrimental to the water quality of central Kentucky, particularly the sewage problem.

Mills said the Corps' proposal, which has mentioned "blasting out" the locks or "cementing" them shut, assumes that Kentucky will never need the locks again. He said that both the Kentucky House and Senate adopted resolutions strongly opposing the lock closing, and that the Brown administration agrees.

The Corps' representative said that, after closing the locks, they would be maintained in order to open them later if necessary.

Sen. Paul Richardson, state senator for Clark and Powell Counties, said the proposed lock closing could be entitled "How to Cut Off Your Water Supply in Five through 14 Easy Steps." He said the proposal would effectively destroy the water lifeline to central Kentucky communities.

Bob McQueen, spokesman for Sen. Walter Huddleston, said that the senator is on a committee involved in providing funding for the Corps. He said a decision to close the locks may have an effect on future funding of the Corps. He, too, criticized the Corps for wanting to close the locks before the Kentucky River study is complete.

Other officials attending the meeting mentioned the possibility of widespread flooding in central Kentucky if the locks are closed.

Other Madison County representatives attending the hearing include Mr. and Mrs. Howard Colyer, representing the Richmond Chamber of Commerce, local attorney Robert Spurlin, and Mr. and Mrs. Ronald Durham, representing the Democratic Party in Madison County.

Kentucky River navigation

# Plan to close Kentucky River locks hits rough sailing at corps hearing

By JIM PARKS

Courier-Journal Staff Writer

LEXINGTON, Ky. — If you cruised up the Kentucky River from Frankfort to Beattyville last summer, you cost the federal government \$7,870.

If you came back, through the 10 locks operated by the Army Corps of Engineers, you took another \$7,870 out of the federal treasury.

Because of the high cost, the corps, facing a tighter budget, wants to quit operating the 10 locks next summer.

But in Central Kentucky the corps' proposal is about as popular as \$5-a-gallon gasoline.

More than 500 Central Kentucky residents — including state and local officials — took the opportunity to express their opposition to closing the locks at a public hearing Thursday night in Lexington.

A number of speakers said the corps' plan would wreak havoc on communities along the river from Frankfort to Beattyville.

According to testimony at the hearing, everybody who uses the river — from Beattyville bootleggers who supply beer to thirsty Louisville boaters, to thousands of city dwellers who get their drinking water from the river — would be adversely affected.

State officials said closing the locks would hurt the coal industry and industrial development. Local officials feared it would hurt tourism and cut off their water supplies.

They were cheered on by an audience well-populated with pleasure boaters.

"Pour it on," a man in the back of the room kept yelling.

Closing the locks would stop pleasure boaters from cruising up the Kentucky. The river has become a series of lakes created by corps dams, and without the locks, boats would not be able to move from one lake to the next.

The corps responded that pleasure boat traffic along the river has dropped from 12,400 lockings in 1979 to 3,290 last year, and that more than half of those were through the four locks from Frankfort to Carrollton.

Critics accused the corps of causing the decline in traffic by closing locks during winter months five years ago, by keeping locks open at irregular hours in the summer and by doing nothing to promote use of the river.

But the corps argued that Congress authorized it to operate the locks for commercial traffic, not for pleasure boats.

With the exception of a few months

in 1974 and 1975, no barges have used the Frankfort-to-Beattyville stretch of the river in the past 18 years, according to Bob Woodyard, a corps analyst.

Several speakers said the locks should stay open for potential coal traffic. But Woodyard said yesterday that the types of barges most commonly used on the Ohio and larger rivers are too big to fit through the Kentucky River locks, the oldest of which opened in 1839.

The river is also relatively narrow, shallow and crooked, he said. Thus, the corps has concluded that the Kentucky would never be a paying commercial channel.

In fact, it never was, Woodyard said. Not even in the days before railroads and trucks were the locks profitable, he said. The state built the first five dams and locks between 1839 and 1842, but abandoned them when they didn't pay.

The federal government took over in the 1880s and built nine more.

By not opening the locks next spring and by no longer dredging the river to keep channels open, Woodyard said, the corps would save between \$1 million and \$1.7 million.

Because the corps will continue to pay employees to do routine maintenance at the locks and dams, it will cost them \$450,000 a year even if the locks are closed, he said.

Technically, the law authorizes the locks and dams only for commercial navigation, but Woodyard said the corps realizes that the problem is more complex than just deciding to halt pleasure-boat traffic.

The law was passed in the 1880s, long before 13 Central Kentucky cities, including Lexington, became dependent on the Kentucky for their water supply.

The corps' dams hold water in the river, assuring those cities of a year-round supply. Previous studies have shown that the water supplies could run short if the area suffers a major drought.

Officials of several cities along the river expressed concern about water supplies at the hearing.

Robert Eden, vice president of Kentucky-American Water Co., the utility that supplies Lexington and surrounding areas, said that stopping operation of the locks would have no effect on Lexington's water supply.

But he said that an end to dredging — removing silt from the river bottom — would.

While the corps has promised to maintain water levels behind the dams, that would not help if the pools fill with silt, Eden said.

Don Mills, chief administrative as-

sistant to Gov. John Y. Brown Jr., said the quality of drinking water in the river would also be affected by not operating the locks.

He said operating the locks helped flush sewage from cities along the river out of the pools.

Woodyard discounted that argument. He said that the flushing action of the locks was minimal and that the federal Environmental Protection Agency has said closing the locks would have no adverse impact on water quality.

Woodyard said the corps was concerned about water supply for communities on the river. But he said closing the lock gates might actually have a favorable impact on water supply.

The gates at locks 5 and 7 need major repairs, he said. Lock 5 is near Tyrone in Anderson County, and lock 7 is near High Bridge in Jessamine County.

If those gates were to fail, the water levels behind the dams would drop, he said. By not operating the gates, the chances of their failing would be reduced, he said.

The corps is studying several aspects of the river, including water supply, flood control, navigation, recreation and electricity generation.

Some speakers argued that, until that study is completed in 1984, the proposal to close the locks is premature.

Sen. Walter "Doc" Huddleston, D-Ky., took that position in a statement read by a representative at the hearing.

Because of the strong public reaction against closing the locks, Woodyard said the corps' Louisville District Office would do a lot of "long, hard thinking" before making a recommendation to higher corps officials this fall.

It is obvious, he said, that the Kentucky River is important to many people. And if the corps decides to close the locks, he said, he isn't sure who has the authority to make the final decision.

The corps, he said, has always pushed to start projects. There is no precedent, he said, for stopping old ones. Such a decision may ultimately be up to Congress, he said.

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# Most at hearing oppose closing of locks

By KATHY BOARK KIDWELL  
Staff Writer

The proposal to close locks No. 5 through 14 on the Kentucky River appears to have only one supporter—the U.S. Army Corps of Engineers. The Corps proposes to close the locks as of October 1980.

A public hearing held Thursday night in Lexington drew a crowd of about 350 persons, all of whom appeared to be against the closing of the locks. Representatives from the offices of Gov. John Y. Brown, senators Wendell Ford and Walter Huddleston, representatives Larry Hopkins and Tim Lee Carter, and several state and local governmental officials attended the hearing to speak out against the proposed lock closing.

Madison County government representatives attending the hearing included state Senator Robert R. Martin, Rep. Harry Moberly, Jr., County Judge-executive Harold Kirby, Richmond City Manager Ed Worley, and Richmond City Commissioners Monty Joe Lovell and Bill Strong, all of whom strongly oppose the closing of the locks.

The Corps presented a slide show to illustrate its reasons for wanting the locks closed—the main reason being that no commercial traffic has utilized the river in about 16 years. The Corps

also listed the decline in recreational traffic on the river and the high cost of operating the locks as other factors contributing to the decision to close the locks.

"Continued operation of these structures (locks 5-14) is not economically justifiable," said

Robert Woodward, the Corps' chief of environmental analysis and planning division. He also said that the Corps is presently preparing a Kentucky River and Tributary Study that will be completed sometime in 1984, which will provide additional evidence to support closing the locks.

Woodward said that before a final decision is made on closing the locks, environmental and economic reports and public comments made at the hearing will be sent to the chief engineer at the Corps for review, sometime in late summer or early fall.

Rep. Moberly spoke out against the lock closing. He said, "The Corps gave a nice slide presentation, but their focus is messed up. They focused on navigation which is not the main issue here—the water supply is the main issue." He said most cities along the river use it as their primary water supply, and many, including Richmond, have no back-up supply.

"Richmond cannot continue to exist as a community if the water supply is taken away...We're talking about life and death matters—the survival of central Kentucky communities," said Moberly.

Moberly also claimed that the Corps used misleading figures regarding the decline of commercial and recreational navigation on the river. He said the Corps brought on the decline itself by limiting the hours the locks are open, and by not dredging the river.

Sen. Martin said that both the Kentucky Senate and House of Representatives unanimously passed resolutions opposed to closing the locks.

Martin added that no other issue has aroused so much opposition in the 2nd District in his lifetime.

Martin also criticized the Corps for wanting to close the locks before the Kentucky River and Tributary Study is completed. "It looks to me like the Corps is making the decision before the evidence is in," said Martin. He said the study may be able to provide alternatives to closing the locks if the Corps would hold off until the study is finished.

Don Mills, chief administrative assistant to Gov. Brown, read a statement saying the governor "strongly opposes the Corps' plans to close the locks." He said Brown feels the proposal is shortsighted and premature and will be detrimental to

the water quality of central Kentucky, particularly the sewage problem.

Mills said the Corps' proposal, which has mentioned "blasting out" the locks or "cementing" them shut, assumes that Kentucky will never need the locks again. He said that both the Kentucky House and Senate adopted resolutions strongly opposing the lock closing, and that the Brown administration agrees.

The Corps' representative said that, after closing the locks, they would be maintained in order to open them later if necessary.

Sen. Paul Richardson, state senator for Clark and Powell Counties, said the proposed lock closing could be entitled "How to Cut Off Your Water Supply in Five through 14 Easy Steps." He said the proposal would effectively destroy the water lifeline to central Kentucky communities.

Bob McQueen, spokesman for Sen. Walter Huddleston, said that the senator is on a committee involved in providing funding for the Corps. He said a decision to close the locks may have an effect on future funding of the Corps. He, too, criticized the Corps for wanting to close the locks before the Kentucky River study is complete.

Other officials attending the meeting mentioned the possibility of widespread flooding in central Kentucky if the locks are closed.

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# Corps' plan to close river locks could endanger water supplies

By Beth Curtin  
Feature Editor

Estill Countians were among almost 400 Kentucky Bluegrass area citizens and elected officials attending a public meeting in Lexington Thursday night to tell the U.S. Corps of Engineers a unanimous message: DON'T CLOSE THE LOCKS, NOW OR EVER.

The Corps sponsored the public meeting to get input from those who would be affected by a closing of locks 4-15 on the Kentucky River next November. Locks 11 and 12 are in Estill County.

Supposedly the closing would last until a three-year Kentucky River and Tributaries Study is finished in 1984. The study will determine the ultimate fate of the locks and the overall use of the river. Alternatives to be studied include replacement, rehabilitation, dismantlement or continued operation of the dams; hydroelectric development and water and related recreational opportunities. Congress will make the final decision.

The Corps' reason for closing the locks is primarily decline in commercial navigation. Recreational use has also declined, Colonel Thomas P. Nack, district engineer for the Corps, said at the meeting. Lack of use makes keeping them open economically unfeasible.

He did add that the Corps would maintain the locks until the study was finished, so that water supplies would not be endangered--until 1984.

When the floor was opened to the public input, speaker after speaker talked against the move for almost four hours. Several said that they felt like this was not meant to be a temporary closing, but rather the first step in a permanent shutdown. No one spoke in favor of the move.

Colonel Nack said he had seen larger public meetings but never one with so many elected officials present.

"Somebody is trying to make a decision before the evidence is in," Bob Martin, State Senator from the Twenty-second District, said. First there will be four years of study, then there will be delays, then considerations, authorizations and appropriations. It would be remarkable if it were finished between now and the twenty-first century, he said, adding that nothing should be done to disturb the status quo until the new plans for the river are made.

"If you think we have any influence on keeping Locks 5-14 open beyond November 1,

1980 -- forget it. We've been had. Plans have been made, wheels have started turning and this hearing must seem like one of the biggest farces ever experienced," Estill County Judge-Executive Ralph McClannahan said. The only hope lies with Congress, he added.

"No group that would be affected by this has reacted positively; in fact, just the opposite is true," Don Mills, chief administrative assistant for Governor John Y. Brown, said.

The Brown administration is strongly opposed to the closings because it would affect water quality and sup-

plies, transportation and recreation, he said. Thirteen municipalities, including Irvine, get their water from the river, which is held in pools by the locks. If left unattended, the locks would deteriorate and fall down, he said. The pools would drain out and, as well as losing water supplies, cities would have sewage disposal problems.

"The locks are not only popular recreation areas, they are reservoirs for a lot of Kentucky's population...Without the locks, banks will fall in, the bottom level of the water will rise

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# Public wants locks

Continued from Front Page

and flooding will likely occur. Homes along the banks will be destroyed. Much recreation will stop," Mills said.

"What this really is, is 'how to get your water cut off in steps 8-14,'" Paul Richardson, Clark and Powell counties state representative, said. He compared the river to the vertebrae in a person's back, "It's a must or we can't exist."

"It's the life blood of the basin," Jackie Swaggart, Secretary of the State Department of Natural Resources called it.

Mills countered the Corps' statistics of low usage in 1979 (3,290 recreational vehicles, after the "worst flood in history had washed away hundreds of boats, docks and debris was high) saying that 1978 and 1977 figures were more reasonable. There were 6,229 in 1978 and 7,387 in 1977. The Corps also changed their counting method, making the figures deceptive, he said.

Mills and others said instead of cutting back on the usage of the river, there should be more development and studies of it so that coal might some day be barged on it again.

Manley Combs, vice president of East Kentucky Power Company in Clark County said the 250,000 consumers that used electricity through the 18-member co-op they served would have to absorb approximately \$2-10 million in added costs that would result from the closing of the locks. The company is "very concerned," he said.

They will be serving even more customers once the new power plant is built near Trapp in Clark County, and those costs will be increased as well.

San Worth of the Kentucky Department of Tourism quoted more statistics on

numbers of boats registered that use the river and said the decline was due to lack of gas and services on the river and because of floods. If the locks are closed, all boatowners would move their craft to lakes which would devastate the businesses that derive their income from river traffic. That would have a ripple effect on the rest of the economy, he said.

Others pointed out that the Corps has not been dredging, or cleaning out the river for many years or keeping the locks open long enough for boaters to make use of them.

Irvine resident Nancy Farmer told the group that there are leaks and concrete erosion around the locks, warping, silting and poorly constructed ramps, if any at all.

"This points out the government's commitment to expediency--not to people--and a lack of concern for Kentucky.

If the opposition at the public meeting doesn't keep the locks open, Larry Kelley, Lee County county attorney had this response: "We are going to sue you. We'll keep this thing tied up in court for at least 20 years."

(Editor's note: Written statements concerning effects that lock closings may have on local persons will be entered into the Corps' report and considered before July 30. They may be sent to the Department of the Army, U.S. Army Engineer District, Louisville, Corps of Engineers, P.O. Box 50, Louisville, Ky. 40201.)



BEFORE THE LOCKS were built, the Kentucky River frequently got low enough to walk across, as can be seen in this 1912 photograph of Lock 13.

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